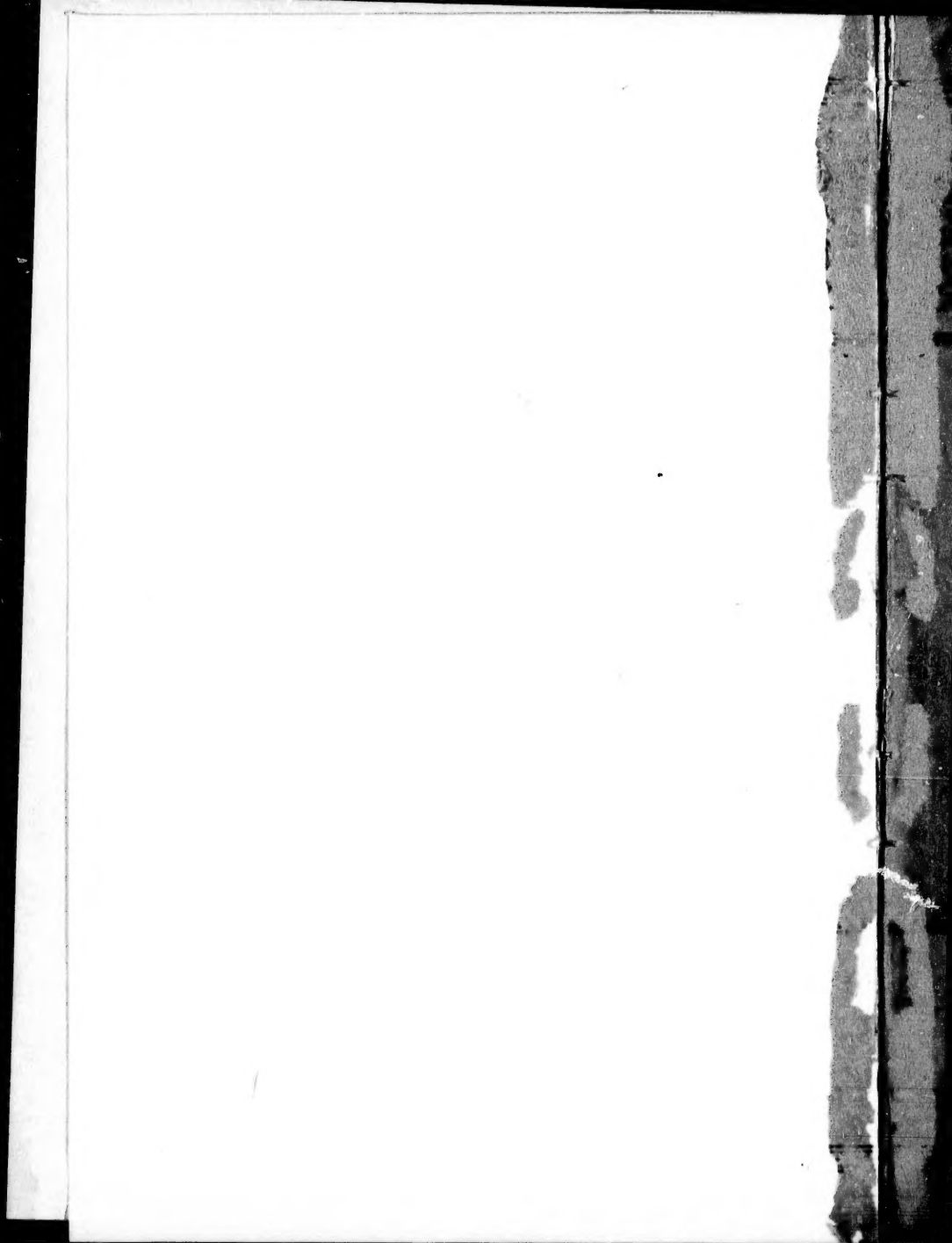




TRIP TO CANADA

—+— *And the Far North-West*



"BUFFALO BILL," THE SCOUT

BY CHARLES ELLIOTT, F.R.S.

LONDON:

H. KENT & CO., 11, PATERNOSTER ROW, E.C.

PLYMOUTH, W. BRIDGES AND SON

Western Canada, C.P.R. etc. Pp 65





"GIPSY MAID."

Frontispiece

A TRIP TO CANADA

AND

THE FAR NORTH-WEST.

BY

CHARLES ELLIOTT, F.S.I.

WITH ILLUSTRATIONS.

LONDON:

W. KENT & CO., 23, PATERNOSTER ROW, E.C.

PLYMOUTH: W. BRENDON AND SON.

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Dedicated,
BY SPECIAL PERMISSION,
TO THE MOST HONOURABLE
THE MARQUIS OF LORNE, K.T.,
WHOSE INTEREST IN THE PROGRESS OF
CANADA
HAS BEEN SHOWN IN MANY WAYS,
AND WHOSE UNTIRING LABOURS ON ITS BEHALF
DURING HIS RESIDENCE WITHIN THE DOMINION AS
GOVERNOR-GENERAL,
ARE GRATEFULLY REMEMBERED THROUGHOUT
ITS VAST EXTENT.

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PREFACE.

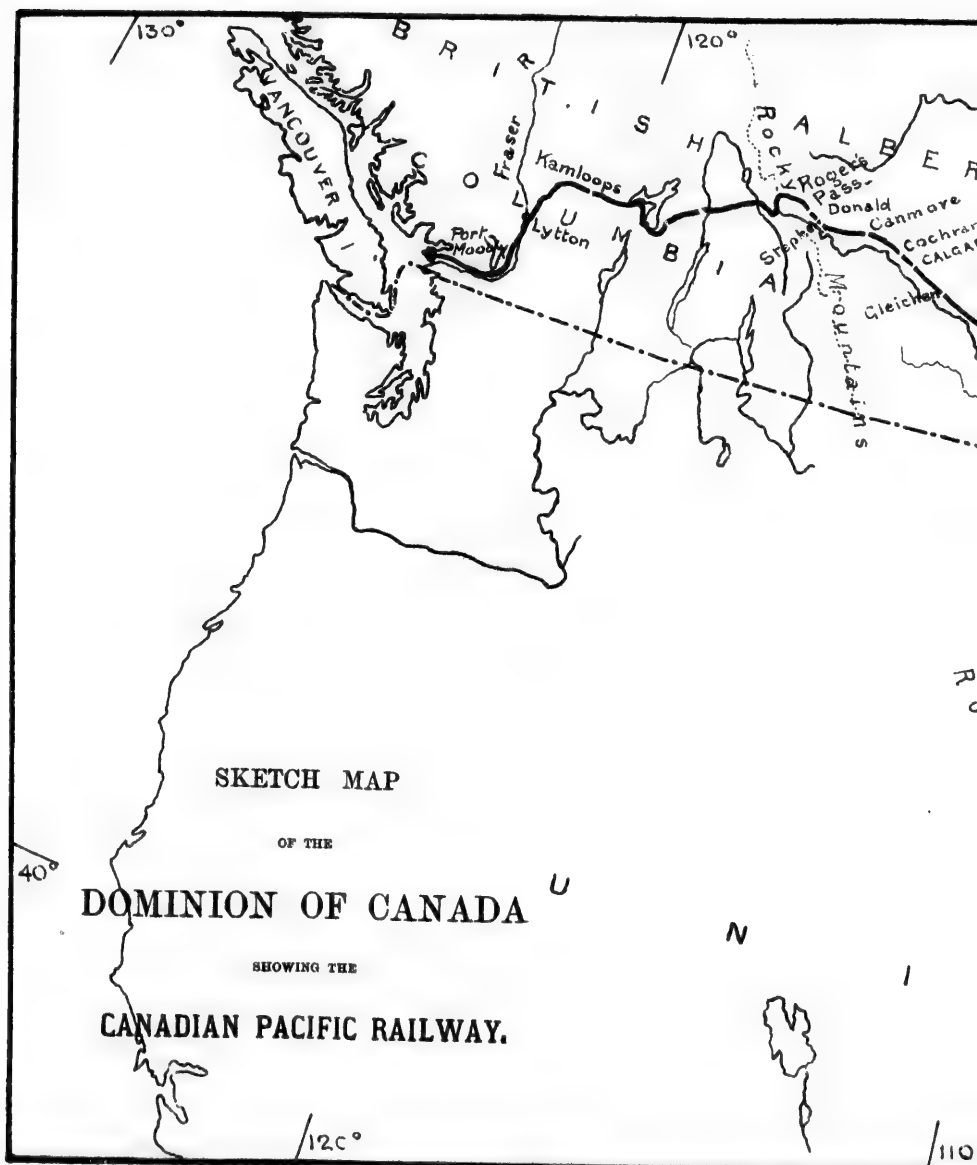


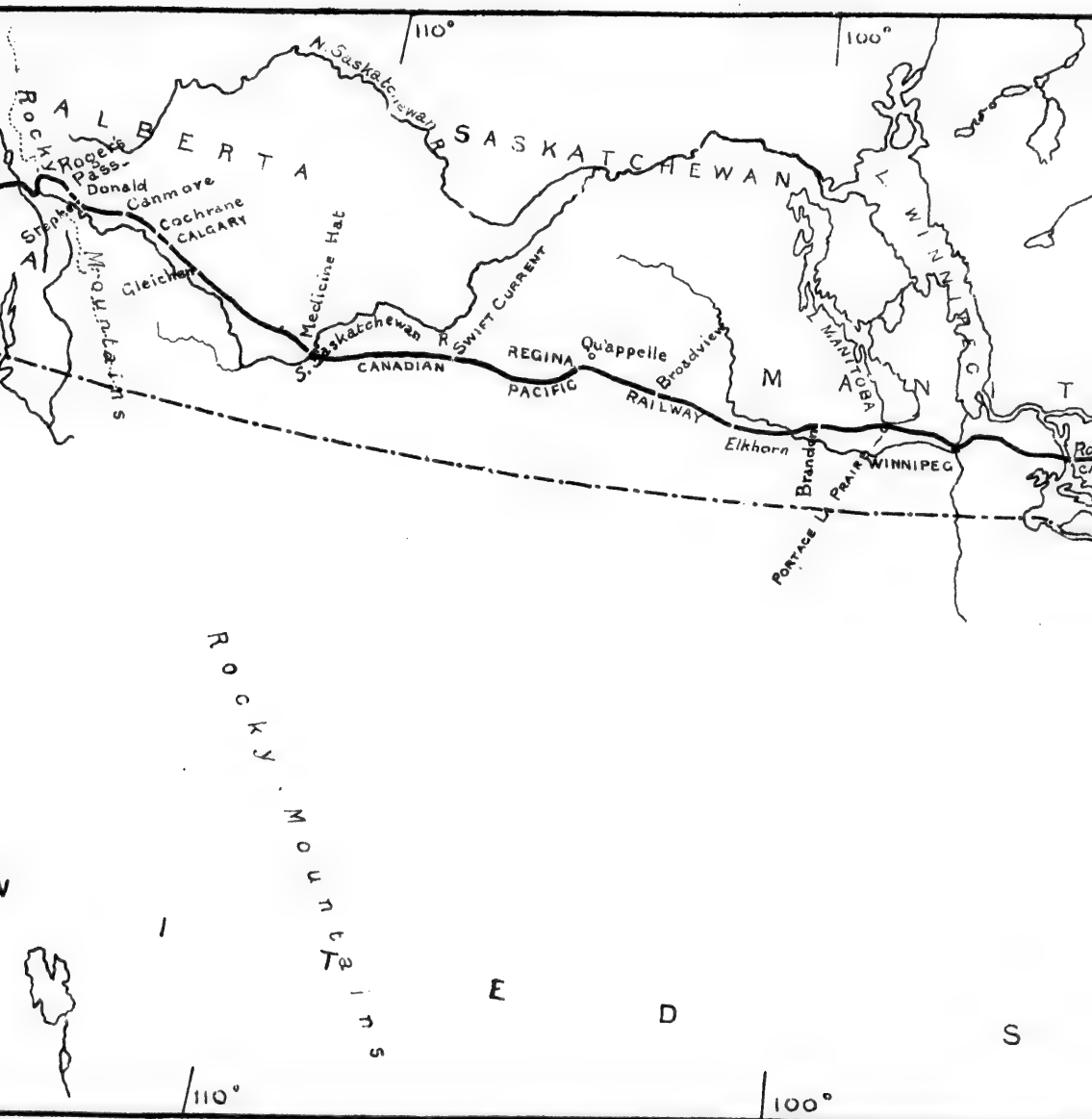
HAVING had occasion in the summer of 1886 to pay a visit to Canada, I availed myself of the opportunity of collecting all the information I could as to its resources, more particularly from an agricultural point of view, and I now offer a brief account of what I saw and heard during my trip.

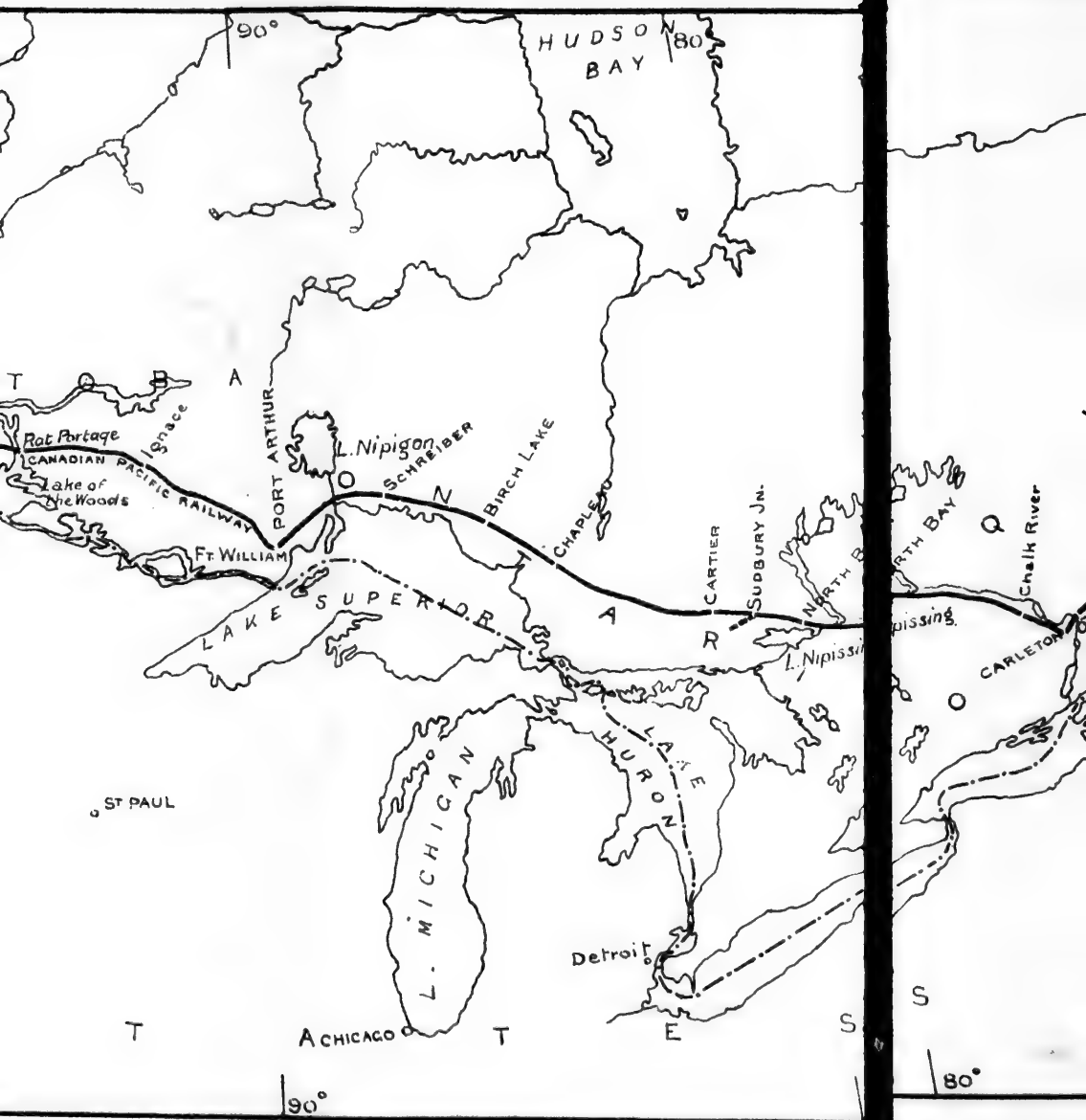
I had long desired to ascertain from personal observation the condition and prospects of those who have emigrated to that country, and I was very much pleased to find that, with ability, sobriety, and perseverance, a man may be certain of obtaining a position of independence and comfort. I will merely state that I have no personal interest in anything connected with Canada, and I therefore give my readers an unbiassed opinion, from one whose experience in farming has been of long duration.

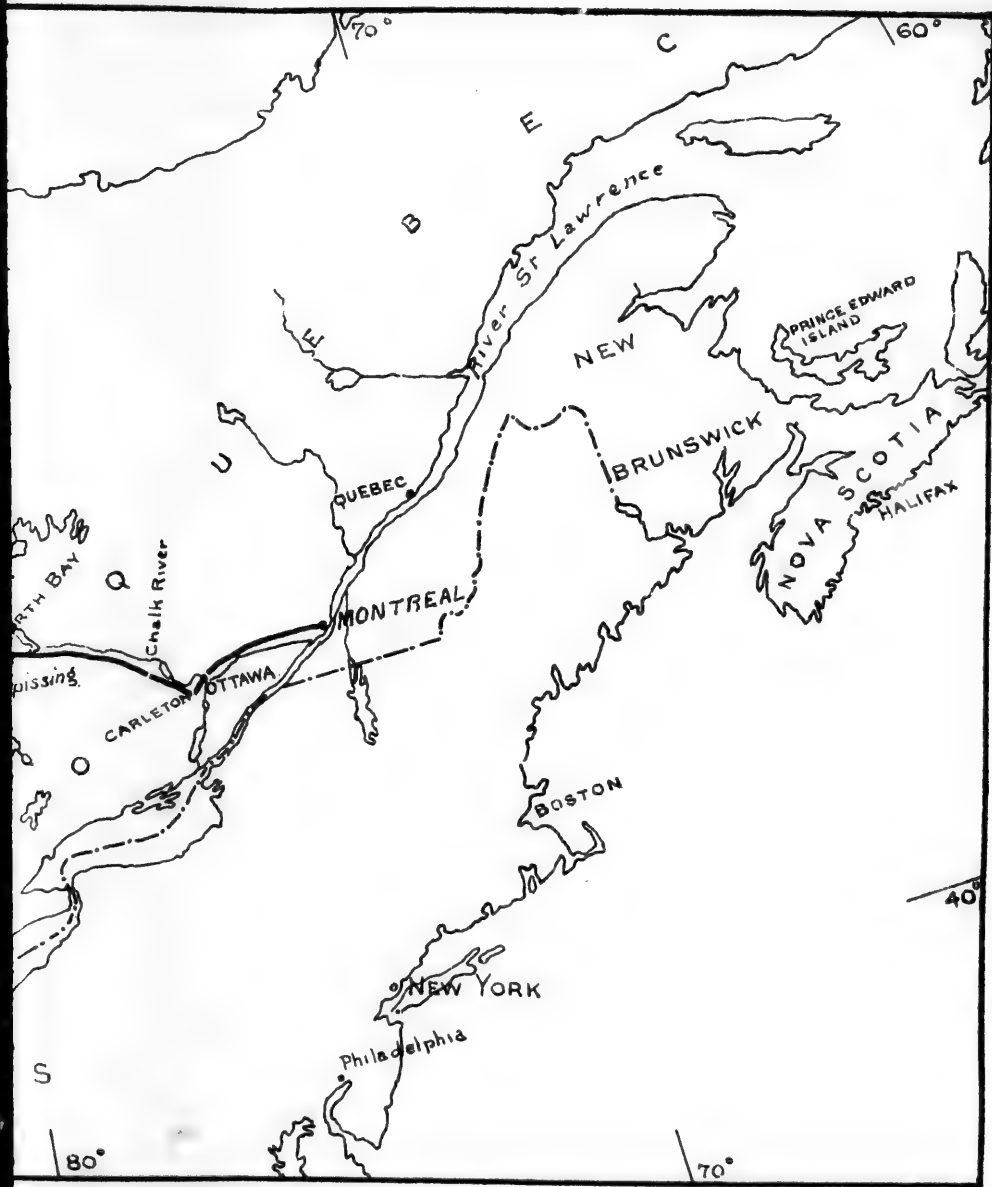
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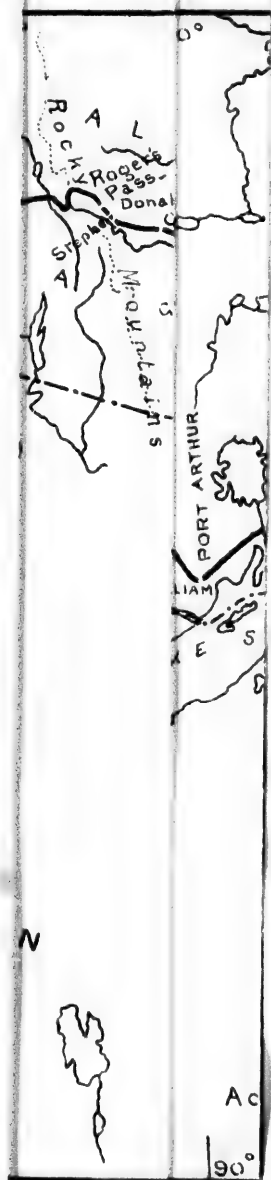












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CANADA.

CHAPTER I.



ON Friday afternoon, July 23rd, 1886, I started from London in one of the London and North-Western Company's fast trains for Liverpool, arrived there safely at 8.20 p.m., and passed the night at the very comfortable London and North-Western Hotel.

The next day, soon after luncheon, I embarked on board the Cunard steamer *Aurania*, commanded by Captain Hains, of whose kindness and cordiality I cannot speak too highly; and we sailed punctually at 4 p.m. The first thing a passenger generally thinks of when he gets on board is his luggage, and he does not feel quite comfortable until it is safely deposited in his state-room, the number of which is affixed to his boxes required for use during the voyage. All heavier luggage has to be stowed away in the hold, and can only be opened on application to the steward.

After having attended to this important matter I went on deck, and found the good ship moving slowly down the river Mersey towards Queenstown. In this floating palace, with

its spacious and splendidly-furnished saloon, its sumptuous *cuisine*, its bath-rooms, and all other appliances for comfort, the inconvenience of an ocean trip was reduced to a minimum, and Dr. Johnson's dictum—"No one goes to sea, sir, unless he's obliged; it is being in a prison, with the additional chance of being drowned"—seemed almost absurd.

I found I had been placed at the captain's table, which I afterwards learnt was a great compliment.

We arrived at Queenstown the next day, Sunday, at 6.52 a.m., and remained there until 1 p.m. to take on board passengers and mails, and also to dispatch the last letters for dear old England.

From that Irish town our ocean voyage commenced.

The *Aurania* is a very fine steamer, built of steel, about 470 feet long and 57 feet wide, and has a promenade deck nearly the tenth of a mile round (the longest, I believe, in the Cunard service). Her officers and crew number 265. In the voyage of which I am speaking she had on board 167 cabin passengers, 52 intermediate, and 230 steerage passengers. She carried no grain or cattle, and only 1000 tons of merchandise. This ship is lighted by 700 electric Swan lights, her saloon and state rooms are elegantly furnished, and the lucky ones who are fortunate enough to escape an attack of *mal de mer* ought to thoroughly enjoy the food on board, as it is both well cooked and nicely served, although a "Yankee," who was crossing with me, said, "I guess I shan't be right till I have landed in New York and had a good *square meal*."

Here I think I cannot do better than make an extract from the *Aurania News*, a small paper which is printed on board at the end of every voyage and presented to the passengers.

The writer, J. L. L., says:

"An ocean voyage on one of these great steamers furnishes the student of human nature with abundant material. Here the close companionship, the meetings and greetings enforced by a week's constant association, often lead to lifelong friendship. We have

frequent glimpses at the inner life of our fellows, and learn somewhat of their struggles in the past or their hopes for the future. Here we often see the sharpest and soberest of business men out of harness for a rest, drop his hard shell for the nonce, and beneath it is a fund of youthful glee bubbling out in song or story to the infinite amusement of himself as well as his companions. Some find pleasure in the various games of shuffleboard, quoits, draughts, cards, etc., while the more studious betake themselves to secluded spots and are lost in their favourite authors. Among the steerage passengers one finds even a broader field for studying humanity. All are not poor by any means who take passage in this humble way. Many are bright and intelligent characters. Much that is sentimental as well as comic seems to permeate this huge family; and it is not improbable that from beneath their rough exteriors may develop the Stewarts, Astors, or Vanderbilts of the future."

A few words about dress at sea may be useful. The ocean, particularly the northern Atlantic, is never warm. A liberal supply of wraps and overcoats is needed on deck and also in the state rooms, especially at night, and usually throughout the whole voyage; but every passenger well provided can enjoy a passage across the Atlantic. It is truly a grand sight to be brought face to face with its immensity. One day it may be perfectly calm, the next furious and implacable, hurling its crested waves one against another, apparently longing to engulf our fine ship in its formidable embrace; but, thanks to the tranquil courage of her able captain and his skilful crew, she

"Walks the water like a thing of life,
And seems to dare the elements to strife."

It is an inspiring sight to see the huge waves, sometimes 40 feet high, fall back and roll one upon another in clouds of spray, and dash and hustle and charge like a herd of wild and furious buffaloes. We had no fear, for we knew that, as a fact, accidents at sea *pro rata* are fewer than on land. Indeed, sailors consider themselves fortunate to be away from land in

a storm, as the following familiar lines, sung by one of our crew, will show.

The Sailor's Consolation.

"One night came on a hurricane,
The sea was mountains rolling ;
When Bobby Buntline turned his quid,
And said to Billy Bowline,

" ' A strong nor'-wester's blowing, Bill ;
Hark ! don't you hear it roar now ?
Lord help 'em, how I pities all
Unhappy folks on shore now !

" ' Foolhardy chaps who live in towns,
What danger they are all in !
And now are quaking in their beds,
For fear the roof should fall in.

" ' While you and I, Bill, on the deck
Are comfortably lying,
My eyes, what tiles and chimney-pots
About their heads are flying !

" ' We know what risks all landsmen run,
From noblemen to tailors ;
Then, Bill, let us thank Providence
That you and I are sailors. ' "

As very little occurred on the passage to interest the reader, I will, if I may be allowed, content myself with copying just what was written in my diary during the few days we were crossing.

Monday, 26th.—Fine breeze ; 350 miles from land ; very few passengers at breakfast this morning.

Tuesday, 9 a.m.—Beautiful fresh air ; just had a good sea bath and hearty breakfast, and feel fit for anything ; some of the poor folks, however, do look ill—one can't help pitying them—and this dreadful sea-sickness with some continues for the whole voyage ; one lady is carried on deck every morning and brought down every evening.

Wednesday.—Weather beautiful ; most of the passengers on deck ; the deck stewards are most attentive.

Thursday.—Two vessels in sight this morning, but no signals exchanged; had a storm in the night—very heavy rain and some thunder; the *Aurania* rolling like a tub; the great Atlantic is getting angry, and is giving us a taste of her power, but the good ship bravely holds her steady course under half sail, running before the wind 19 miles an hour. This evening had an enjoyable concert in the music-room, £20 collected, which was given to the fund for widows and orphans of seamen.

Friday.—We are now on the banks of Newfoundland, with, as is usual in that locality, much fog; fog-horn blowing every five minutes, and twenty men on the look-out in different parts of the ship. Very close and hot, showing we are nearing the great continent of America.

Saturday.—Heavy storm again during the night; captain very anxious; in the region of icebergs; dense fog; heavy rolling sea; few at breakfast. We are now only 500 miles from Sandy Hook, or the "Horseshoe," which, I believe, is one of the finest and safest harbours in the world. Fog clearing; running full speed; hope to get landed Sunday night.

Sunday, 6.30 a.m.—Passing the wreck of the ill-fated *Oregon*. 7.30 p.m.—Just entered New York harbour; landed, passed luggage, and arrived at the Metropolitan Hotel at 8 p.m. in time for dinner. First impression of New York City decidedly unfavourable, in consequence of the ill-paved streets and the extortion of the cab-drivers, whom I found most uncivil.

CHAPTER II.



NEW YORK City was first settled by the Dutch under Hendrick Hudson, an Englishman in the Dutch service, in 1612, when it received the name of New Amsterdam.

It was annexed to the British colonies in 1674, and its name changed to New York, in honour of the Duke of York, afterwards James II. During the Revolution the British and Americans occupied it by turns, until it was finally evacuated by the English troops in 1783. New York has grown from a little hamlet, with its stockade and ditch encircling it, to the wide-armed city which, including the suburban towns of New Jersey and Long Island, now covers a more extensive area than London, and shelters a larger population than any city except London. It is still rapidly growing, and bids fair to rival even the great city of the mother country in population and wealth.

New York is a great commercial as well as manufacturing centre, and is the home of science, art, and education, and I fear I must add, like other large cities, of much wickedness. The talent of the globe, bad as well as good, gravitates to New York, in which place it has more scope than elsewhere.

It is the home of charities; its philanthropists are famous; also some of its preachers. I found it much easier to get about the city than I had anticipated, after my unpleasant encounter with the cabmen on the first evening of my arrival. The cars are most convenient, and there is a uniform charge of five cents (*i.e.* 2½d.) for short or long distances; and this charge is universal in all large cities, both in the States and in

Canada. An elevated railway runs through New York City, and is most pleasant to ride in, but certainly it does not add to the beauty of the streets.

The most wonderful structure I saw was the Great Brooklyn Bridge. Since the Tower of Babel and the Great Pyramids of Egypt, perhaps there has been no more massive structure raised than this bridge. The total cost was £3,000,000. It was commenced January, 1870, took thirteen years in building, and was opened May, 1883. The total length of the bridge is 5989 feet, and its width is 85 feet.

The largest and most beautiful pleasure-ground there is Central Park, which was laid out in 1857, and covers an area of 850 acres. The park contains $5\frac{1}{2}$ miles bridle-paths, $9\frac{1}{2}$ miles of carriage-drives, and 27 miles of walks. A complete description of it, with its menagerie, stocked with animals and birds from every quarter of the globe, its beautiful and ornamental fountains, terraces, stairways, statuary, and rustic arbours, would fill a good-sized book.

On every hand in New York I saw signs of wealth and luxury. London has its Rothschilds and Barings; New York too has its millionaires, its Vanderbilts, Jay Goulds, and Astors. And in the magnificent brown-sandstone houses and elegant equipages one sees the comforts of London; but not the same amount of misery side by side that one notices in the mother country. Every man who is able and willing to work hard can earn sufficient to keep him and his family in comparative comfort, and can also often save something for old age.

My first trip from New York was up the river Hudson. Probably no river in the world presents so great a variety of scenery. Throughout its whole extent there is a combination of the finest views imaginable, and each turn in its course reveals fresh pictures, resembling some of the best scenery in Devonshire. Many travellers have pronounced the Hudson grander than the German Rhine.

From New York to Albany is 150 miles, and to Saratoga

180 miles. The latter is New York's most fashionable watering-place, and thousands of tourists go there every summer.

On the river Hudson the Hudson Lake Ice Company has its dépôt, and employs a large number of men to cut and store ice for summer use. It is curious to notice, that whereas New York is almost entirely supplied with ice from this neighbourhood, it is also supplied with water from Croton Lake close by. Forty to sixty millions of gallons are contributed daily to supply New York City. The water is conveyed from the lake to the city through an aqueduct 33 miles long. The entire cost of this aqueduct was £2,500,000. It is built of stone, brick, and cement, arched above and below, 7 feet 8 inches wide at the top, and 6 feet 3 inches at the bottom.

A few miles more up the Hudson takes us past a limestone quarry, extending along the bank for half a mile, which, judging from the number of men I saw employed there, must prove a very profitable speculation. Two miles further on is Grassy Point, a small village where thousands of bricks are made. A little beyond we pass on the right a rocky promontory called Anthony's Nose, whilst on the left we see Wanderberry Mountain. Anthony's Nose is 1300 feet above the level of the river. The Hudson River Railway Company had to tunnel under this mountain for a distance of 200 feet. Just across the river from here a large creek can be seen where vessels of almost any size can anchor, the entrance to which is guarded on one side by Fort Clinton, and on the other by Fort Montgomery. Almost immediately under the shadow of the former fort lies the picturesque little island of Iona, belonging to Dr. G. W. Grant, and covered with vines and pear trees, in the successful culture of which the worthy doctor is said to be unequalled.

A little way above Iona a small stream flows into the river, falling a hundred feet in as many yards, forming the Butter-milk Falls. These falls, when increased by late rains or swollen by freshets, well deserve the homely name applied to

them; for the snow-white foam truly gives them the appearance of butter-milk.

Half a mile more brings us to Cousins's Hotel Rock, at West Point. Here the vessel in which we were travelling stopped for a while to land passengers. This hotel during the summer is a very favourite resort, and is often crowded with visitors from all parts. Travellers would do well to telegraph a day beforehand if they desire sleeping accommodation, or they may be disappointed. This familiar resort of summer pleasure seekers is perched on a high cliff, the most prominent for many miles along the river.

Nothing can be more lovely than its situation high up in the air, looking down upon the noble river. It is several hundred feet above the water, but so perpendicular are the rocks that it looks twice its real height.

The scenery just here is very lovely, reminding one of many parts of the Rhine and Dart.

Some distance from Cousins's Hotel Rock, we come to the Catskill Mountains, one hundred and eleven miles from New York. Passengers who desire to ascend these mountains must alight at the Catskill station and cross by ferry to the village, and I recommend every one who can spare the time to make this trip. There are plenty of conveyances to take one to the Mountain Hotel, about twelve miles distant. The scenery here must be seen to be fully appreciated. All I can say is, I have never witnessed anything to equal it.

The Mountain House is traditionally attractive; its elevation above the river Hudson is some thousands of feet, and it is built on a flat rock at the very edge of the precipice. The view from the verandah is truly wonderful, embracing a region of about 10,000 square miles in extent, portions of Vermont, Massachusetts, and Connecticut being plainly visible on a fine day, whilst sixty miles of the river Hudson can be seen shining at our feet like a broad silver belt. The two grand attractions to this hotel are sunrise and thunder-storms.

The Prospect Park Hotel, with its sixteen acres, and elevated some hundreds of feet, is situated on a terrace above the river. Here guests may find perfect rest and quietude, the bracing air of the Catskill Mountains being most refreshing to the tired worker or invalid.

Another beauty of this region is the fall of the Kaaterskill. On the high tableland of the north and south mountains lie two lakes buried in a dense forest. A little brook, making its way from these lakes westward along the shoulder of the mountains, reaches the edge of a very steep declivity, over which it leaps into a pool in the very centre of a great amphitheatre of rocks. Gathering strength again, it makes a second leap over the huge boulders which from time to time have fallen from the ledges above and lie scattered down the glen, dashing itself into white foam in its headlong fury, tumbling from one ledge to another, till, reaching at length the bottom of the glen, it meets the stream that flows from Hain's Fall. The mingled waters then hurry down their stormy pathway, through the cove and out into the valley. Swelling to a wide stream, they glide placidly by the village of Catskill, and at last join the river Hudson.

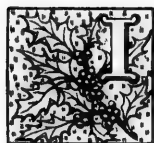
I think there is nothing more beautiful in American scenery than this wonderful waterfall. Upon the very edge of the precipice, close to the narrow channel through which the fall makes its plunge, there stands a solitary tree which has grown out from a crevice, and then upwards, until it juts over the abyss. To this tree the lad who acts as your guide points with pride, and tells you of the adventurous young woman who crept out to the rock, and clasping the slender trunk of the tree with her hands, swung her body far out over the Fall, and then, with a cry of triumph, back again in safety.

Five miles from Catskill station, on the eastern side of the river, we come to the handsome city of Hudson, and seventeen miles further on Albany is reached.

Before finishing this chapter something ought to be said about the palatial steamers of the Hudson.

The most comfortable and enjoyable way of travelling from New York to Albany during the summer and fall months is by these splendid vessels. The grand scenery of the river, with its highlands and ever-changing panorama of beautiful sights, has made steamboat travelling on it famous. The advantages of a steamer over a ride by rail are numerous. The *Drew*, in which I made the trip, is one of the "People's Line," a magnificent craft, and the pride of the fleet of that line. She is 2500 tons burden, and has sleeping accommodation for about 1000 passengers, although, as far as safety goes, she could carry twice that number. In addition to the capacious cabins there are 284 state-rooms, fitted most elaborately and lighted with electric lights. The grand saloon is superbly furnished, brilliantly lighted, glitters with mirrors, and is adorned with works of art, altogether presenting a picture of refinement and luxury. What is true of the *Drew* applies equally well to her sister steamboats. These vessels are very fast, and frequently make a trip between New York and Albany—a distance of 150 miles—in nine hours.

CHAPTER III.



INSTEAD of stopping at Albany, I went straight on to Syracuse per New York Central Railway, and during the journey passed through some of the most fertile portions of New York State. This line of railway is the most complete in its construction and equipments of any in America. It is a double track of steel rail line running north from New York City to Albany, and thence along the western shore of the Hudson, through Syracuse, Rochester, and Buffalo, to Niagara Falls.

The entire passenger equipment was especially designed and built by the Pullman Car Company, and is most complete in finish, comfort, and safety. The check system for luggage, in America and Canada, is simple, safe, and satisfactory; for the passenger checks his baggage, or can do so, from an hotel in one city to any hotel in another, and can make sure of its being there when he himself arrives; and provided the owner does not part with his counter number or check, the Railway or Express Company is liable to make good any loss incurred. Dining and smoking cars are attached to the trains, and one can enjoy a good dinner, a quiet smoke, or a pleasant walk, whilst the train is in motion. The carriages are about 80 feet long, and carry about sixty passengers each, so one has plenty of company. The guard collects the tickets on the run, and is constantly up and down to see everyone is comfortable. The cost of travelling in America is about the same as in England.

Syracuse is a city of 40,000 inhabitants, and abounds in

manufactories of all kinds. It is particularly noted for its famous salt wells and a splendid cemetery of 500 acres. A very strange custom prevails here with respect to the burial of the dead. In winter time all dead bodies are placed in a dead-house in this cemetery, there to remain until the gravediggers can commence operations in the spring, when all the friends and relatives assemble together, and a general funeral takes place. Sometimes a relative opens the coffin to have a last look at the frozen face of some beloved one, and in many instances the features remain quite perfect. Some of the coffins are fitted with glass, so that the faces are plainly visible. This cemetery is free to all denominations. Each person selects his lot, erects a monument, and places on it his own inscription, and sometimes his name, the date only being after death filled in. These monuments in many cases cost hundreds of pounds.

Very soon after my arrival in Syracuse a friend sent two milk-white horses in a landau, driven by a negro servant, to take me to see the famous salt wells. The salt water is drawn up from a depth of 400 feet by means of powerful steam-pumps, and is conveyed in pine tubes to the settling pits, where it is exposed to the rays of the sun until the salt crystallizes, and falls to the bottom, when the water is drawn away by means of taps. The salt is then removed to the grinding-house, and ground to powder by machinery, something like that used in flour mills, and afterwards packed in bags, each containing 2 cwt., and sent to all parts of the country. These are the largest and most important salt wells in America.

Having seen the cemetery and the salt wells—the only two very interesting things in the city—I left Syracuse, and visited the great fruit-growing district that lies between Rochester and Niagara Falls. Apples, pears, quinces, melons, chestnuts, grapes, and many other fruits, grow here in great abundance; and from the train can be seen lovely orchards, their trees laden with golden fruit. The apples are very cheap, being

sometimes sold at 3s. 6d. for two bushels and a half, and cider is 1½d. a gallon. Apple-houses are frequently seen; they are built entirely for storing the fruit. This great fruit-growing country covers an area of nearly one hundred miles by twenty, and in the season gives employment to a large number of hands.

The fact that Canada exported 242,264 barrels of apples last year, as against 51,084 in 1874, is an indication not only of the gratifying manner in which this trade has expanded, but also of the importance of this branch of Canadian commerce. Among the apples which the climate develops to perfection are many luscious and handsome varieties, which would be readily bought up in the British market; but owing to their liability to decay, it was until lately thought impossible to ship them with any degree of safety. It has been found, however, that with storehouses such as I have before mentioned, properly constructed and kept at a uniform temperature; and with the further aid on board ship of refrigerators or cold chambers similar to those employed in transporting mutton from Australia to England; these perishable kinds can be laid down in foreign markets in an excellent state of preservation: and there is now no longer room for doubting the feasibility of shipping the short-keeping and delicate varieties of apples, as well as pears, grapes, and other fruits which heretofore have not been exported from Canada.

I next visited the Niagara Falls; but as they are so well known, and have been so often described, I need say very little about them here. Still they are so wonderful, that having seen them, I feel almost compelled to talk about them just a little. They certainly are among the "wonders of the world," and are the pride of the Americans. Thousands flock there yearly from every country to gaze with feelings of the deepest wonder on the tumultuous fall of water, and to adore the majesty of the Almighty there exhibited. Over this great cataract has been pouring for ages, with the deafening roar

of a thousand thunders, a torrent of water more than three-fourths of a mile in width and an average of twenty feet in depth. It is calculated that a hundred million tons per hour go over the Falls, and that the water-power would be sufficient, if it could be utilized, to drive all the machinery of America, and perhaps of the whole world.

For many years the advisability of employing the enormous power of these waterfalls has been discussed by engineers and the general public. Experts are accustomed to deal with large volumes of water, but when they are confronted with an estimated seven million horse-power, running to waste over a vast natural mill-dam, it somewhat startles them. Still, on the American side many mills have been established, including one for flour doing thirty sacks an hour and running ten hours per day; also a paper mill for making paper from wood. Further extensive mills and electric lighting of cities are contemplated by the ever-inventive and speculative Americans, to use this marvellous water-power. Works have been commenced to make a race-way or conduit, to give a result equal to two hundred thousand horse-power, and plans have been drawn out for a city having sites for five hundred mills of four hundred horse-power each.

On the Canadian side the Dominion Government contemplate purchasing all the land adjacent to the Falls and converting it into an immense recreation-ground for the people of Canada and the United States, so that one set of Falls may be used for business and the other for pleasure. Which will prove the most profitable, time and future events will show. It is a magnificent sight to see the Falls lit up by electricity.

No wonder that to this grandest of natural shrines the untutored natives were wont to come yearly and worship their Great Spirit, and propitiate him, as they used to do, by the sacrifice of an Indian maiden sent in a flower-laden canoe down the stream to death in the terrible vortex. No wonder

that they led hither the first missionaries who penetrated their wilds, and pointed in speechless awe to this mighty cataract, this wonder of the world.

The name Niagara means "voice of thunder." The Falls were first seen by a white man two hundred years ago.

Leaving Niagara by Grand Trunk Railway at 11 a.m., I arrived about 4 p.m. at the beautiful city of Hamilton, which deserves some notice. This city (here let me remark that in America all towns of any importance are called cities) was laid out and settled in 1813. It is built on a platform of slightly elevated ground, winding around the foot of a hilly range, which extends from Niagara Falls, and here receives the name of the Mountain. The streets are of noble dimensions, the principal one—King Street—being 200 feet wide, block-paved, and running through the entire breadth of the city. Near the centre of this street is a new building of red sandstone, destined to be used as a Post-office, Custom House, etc. Hamilton has many fine public buildings, with a new market of brick and wood, which was to be opened at the end of 1886. The drainage and water supply are both good. The water is pumped from Lake Ontario into reservoirs, filtered through beds of sand, and then brought a distance of ten miles in iron pipes.

The churches are very handsome, and on the rising ground approaching the Mountain are many elegant residences. The city contains about thirty churches, several banks, a Wesleyan Female College, and a large number of manufactories. The population is about 40,000. Situated just on the summit of the Mountain is the Asylum, from the windows of which one gets a magnificent view of the city, which seems to lie at one's feet; and also of Lake Ontario, some four miles away. It is a lovely sight, though somewhat marred by the thought of the poor creatures around. The Asylum contains 650 patients, of both sexes, and I was kindly taken through the different wards. One lady asked me if I knew she was "a divine

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person ;" another thought herself the "Queen of Sheba ;" and one poor lady, whose father had been an Irish member of parliament, came and shook hands with me, and spoke regretfully of her unhappy country. Another, who had formerly kept an hotel, asked me if I was in the business, and when I replied in the negative, turned away in disgust. They informed me that she always asks strangers the same question.

A very sad story is told concerning the gentleman who founded an asylum at Syracuse. Before the institution was built he had two sons, and they were both perfectly sane ; but after it was finished, all the children born to him were idiots. There is a very large number of lunatics in the asylums of America, and I attribute their condition in many cases to the habits of drinking, smoking, and opium chewing, indulged in so freely by persons of both sexes.

On Sunday, August 8th, I went to the Presbyterian Church, and heard a Dr. Ormsby, of New York, a curious old man, with a very peculiar manner, who occasionally gave out the wrong psalms, and informed the congregation when they must sing and when they must be silent. In the evening I went to the Methodist Free Church, and heard a splendid sermon by a United States minister on tour. On returning to my hotel after the evening service I met the Salvation Army. I noticed several blacks among the worshippers, and was told by a coloured waiter that they like the way their services are conducted, with, as he said, "plenty of fire and nice singing." I certainly believe it to be doing a good work there, especially in reclaiming men from drunkenness ; and it is not considered an annoyance by the citizens.

Drink is looked upon as a great curse in Canada, and is fatal to all who freely indulge in it, especially that brewed in the States.

I think I may be permitted here to repeat a good story that was told me of a woman who had a drunken husband. This

woman tried by every possible means to reclaim him, and at last thought perhaps fright would effect what persuasion could not. So she enlisted her own brother in her service to act the part of ghost, in order to frighten her husband on his return home late one moonlight night from the dram-shop. The brother met John on his way home. "And who may you be?" says John. "Ould Nick," was the reply. "Then," says John, "give us a shake of your hand; for I am married to a sister of yours."

I paid a visit to the Provincial member for the city of Hamilton, whom I found sitting under his verandah in his shirt sleeves. We chatted together for an hour, and I learnt from him that Provincial members, as they are called, are elected by the people, and receive a yearly payment of 600 dollars for their services. All men of full age who are assessed on real or personal property, or who receive an annual payment of 400 dollars from any source, are entitled to vote for a Provincial member. The Dominion members at Ottawa are elected by the government, and receive 1000 dollars per annum. All voting is by ballot. The Canadian Government, at the time I write, is Conservative, and the desire is for a close alliance with England; but the country generally is not much in favour of compulsory federation.

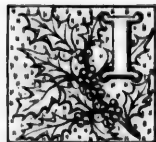
The Provincial Government has control over the expenditure of all money derived from liquor licences, sale of Crown lands and Crown timber, etc. Such money is used for erecting bridges, maintaining main roads, paying members of parliament, justices of the peace, etc.

The Dominion Government controls the expenditure of all money derived from duties on imported articles; and this money is used for subsidies to railways and government buildings, such as post-offices, custom-houses, and harbours. Magistrates are paid 3000 dollars and judges 5000 dollars per annum. Both are much respected; indeed, the criminal and civil laws of Canada are most admirably and ably ad-

ministered, and appeals or complaints against the decision of either magistrates or judges are seldom made.

Street improvements are made at the expense of those who ask for it. For instance, if all, or a majority of those living in a certain street, desire block pavements and stone sidewalks, they petition the city council, which orders the work to be let out by tender. The cost is then estimated, and the houses are all rated at so much per foot run to pay for such outlay, or the interest thereon.

CHAPTER IV.



LEFT Hamilton on Monday, August 9th, and next visited the city of Guelph. I had looked forward with much interest to my visit to this place, as it is the centre of the great cattle-raising district of Ontario, and the spot where the Government Experimental Farm is situated. I paid a visit to this farm, and found it was presided over by Professor Brown, C.E. It comprises a fine college, and 500 acres of fair Canadian land, 400 acres of which are under cultivation and 100 in native bush. Nine breeds of cattle and seven of sheep are kept on the farm. All the cattle and sheep look well, and, in my opinion, the fine Hereford bull bought of Queen Victoria (and which she now wishes to repurchase), takes the first place, with the grand Shorthorn giving him a close run. In sheep the Hampshire Down and the South Down seem to be the favoured breeds; but I have not seen many good sheep, nor much good sheep land, in Canada, especially in Ontario.

The young students of this farm, of whom there are 120, were engaged in cutting a fine field of oats, forty bushels to the acre, and a field of barley, thirty-eight bushels to the acre; and for that purpose were using two combined reapers, the young men binding and stacking the sheaves of oats and barley.

This is a good place for gentlemen to send their sons to learn farming at a small expense, and under the supervision of a thoroughly practical agriculturist. Should any gentleman who reads this desire further information, and will apply to me, I will gladly give it.

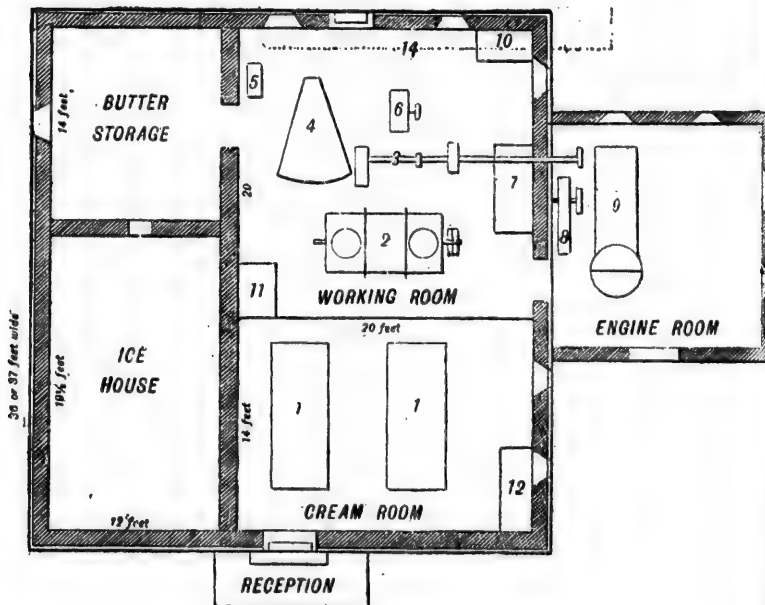
I then visited the Creamery, to which the cream from twenty cows kept on the experimental farm, and also that from many surrounding farms, is brought to be made into butter for exportation. The cream is purchased at so much per gallon of a definite quality. It is first placed in large cooling vats, and afterwards churned, in churns holding 300 lbs. each. The resulting butter is placed on a round table, on which turns a wooden roller, passing over the butter and pressing out the water. At the same time it is salted, and then placed in tubs in a cool room to await a sale for the market. I tasted the butter, and thought it well made and of excellent quality. At the Creamery they have a professor and a cream test, and all cream is paid for according to quality, which varies very much with the different breeds of cattle, and also with the foods used. These cream tests obtain accurate results, and may be thoroughly depended on.

As far as I could ascertain, the farmers of Canada are turning their attention more and more to butter and cheese-making as a source of profit; and find it greatly to their advantage to send their cream to the different creameries, instead of making it into butter and cheese at home. The demand for information in connection with the establishment and working of creameries is very great.

Speaking generally, there is a great distinction between dairy and creamery butter. Dairy butter is just the butter made at a private dairy by farmers and their wives, without either of them very often being skilled in its manufacture. Creamery butter is the product of the butter factory, where the cream from perhaps one hundred dairies is collected and made into the purest butter by skilled workpeople.

Canadians, you see, are adopting the same system with their butter that has proved so successful with cheese. Canadian cheese when made at the farmhouses was often a complete failure, but since the factory system has been adopted it has been a marked success, as the farmers can now get a ready sale for

it, in both home and foreign markets, at fairly remunerative prices. There will be in Ontario by the spring of this year twenty-five new butter factories. The farmers are now forming joint-stock companies and erecting factories for the better disposal of their produce, and it will be seen how much this



PLAN OF CREAMERY.

is to their advantage; for whilst home-made butter is worth only 6d. per lb., creamery butter is sold for 10d. The cost of erecting and working the creamery would be $2\frac{1}{2}$ d. per lb., leaving $1\frac{1}{2}$ d. per lb. of the extra 4d. to the farmer, besides saving much labour and expense in butter-making under difficult circumstances.

On leaving the Creamery I visited the sheep flock, and saw seven different kinds of rams—Hampshire Downs, South Downs, Lincoln, Shropshire Downs, and others. I found the Shropshire Downs the favourite, as they are hardy, and stand the cold well. The cost of sending cattle from England to Ontario is about from 20 to 30 dollars per head, and for horses about 50 dollars. I find the price of a twelvemonths-old pedigree bull in Canada is about 200 dollars, and of a pedigree ram from 80 to 100 dollars. A good working or riding horse will fetch there 200 dollars.

The average crop on the experimental farm in 1886 was 40 bushels of wheat, 35 bushels of oats, 38 bushels of barley, and 2 tons of hay per acre; swedes, not good; mangel, fair; the 100 head of cattle in good condition; sheep, poor; pigs, fairly good. Mr. Brown informed me that 20 acres of this reclaimed land with 15 acres of bush or forest run had grazed 37 head of cattle all the summer, and I must say they were looking splendid on the strength of it.

I next visited the farm stud of bulls, including the winner of the Royal Agricultural Society's prize in 1882 or 1883, and the lovely Hereford red bull from the Queen's Royal farm at Windsor. I also saw there a beautiful Shorthorn, the favourite breed of nearly all farmers west of Chicago. I was told, however, that the Herefords are not good milk-giving cows, and I believe the time will come when the South Devon improved breeds will find their way to the "Far West," milk being a thing much sought after just now as paying well. I saw a few North Devons, but these are not in favour either with the Canadian farmers or the United States cattle breeders.

In this neighbourhood—that is, near the city of Guelph—there are other very fine farms and well-to-do farmers. I met one old Irish farmer, who said he had been in Canada fifty years, and that when he first came the country was a forest. It took him forty-eight days to cross from Liverpool to Boston,

and fourteen days to get from the latter place to Kingston, whereas now the whole journey can be done in nine days. But the old gentleman seemed perfectly healthy and contented at the age of seventy-five, even after all those hardships. He retained his Irish accent in all its purity. I also heard from a friend of his that he was reputed to be worth 200,000 dollars. I noticed that the Scotch and Irish retain their native pronunciation much longer than the English, who soon adopt a nasal twang like the pure Yankee of the States, while the words "I guess" interlard their conversation pretty frequently.

CHAPTER V.



HAVING obtained some very valuable information during my stay in Guelph, I left it very well pleased with my visit, and started for the London of the new world, per Grand Trunk Railway. Passing through some fine agricultural country, I saw splendid herds of "grade" cattle (a mixture of pure Shorthorn and Native Breeds). Travelling by this line is very comfortable, though somewhat slow. A rather unpleasant incident happened on our way to London. The bearings became overheated, and set one of the cars on fire. When this was discovered the train was stopped, and many of the passengers alighted, and carried water to make out the fire, which was soon got under. In half an hour we again proceeded on our way, arriving at our destination somewhat late. I was very much surprised on being told that my portmanteau was taken to a "Tecumseh house," but soon found the peculiar sounding name indicated nothing but a very comfortable hotel.

London is a flourishing town, with 25,000 inhabitants. The streets are nicely paved, the buildings very fine, and the car accommodation good. In London M. Labott has his famous lager beer manufactory. Here too is Elliott's reaping and mowing machine manufactory, employing a large number of hands. The latter factory was burnt down in 1883, and in 1885 completely rebuilt of white bricks, which are manufactured in the neighbourhood. These white bricks are of excellent quality, and are cheaper than those made in England.

London is celebrated for its white sulphur springs and its

charming parks, called after those in the metropolis of the mother country. There are some very attractive-looking residences on the north side of the city, and the streets are planted with maple and horse chestnut, which give the houses a cool and inviting appearance. The streets, bridges, and public buildings are also called after those in our own city of London. The stream is dubbed the "Thames," and "Westminster" and "Blackfriars" Bridges lead across its narrow channel.

The public buildings and churches are choice in architectural design, and are built of grey or red sandstone or limestone. London certainly is a very go-ahead town. It has splendid waterworks, located on the river Thames. The electric light is used here, and in nearly all the towns and cities in the Dominion. London has many railway connections—northward to St. Mary, southward to Port Stanley on Lake Erie, westward to Petrolia (oil city) and Port Sarnia, at the point where Lake Huron passes into the St. Clair River.

A further ride of 110 miles brought us to the town of Windsor, and a short distance from Windsor is the city of Detroit, on the west side of the river St. Clair, where direct connections are made for the west, north, and north-west. I then went up the St. Clair to Port Sarnia, a distance of seventy miles. There was very little that was interesting to be seen or heard here, so I left it for Forest, where I hired a buggy and drove some miles into the country to gain information about farming in Ontario. On arriving at the farm I first intended visiting I found the owner busily engaged housing wheat in a large barn, with the help of his son and a hired man.

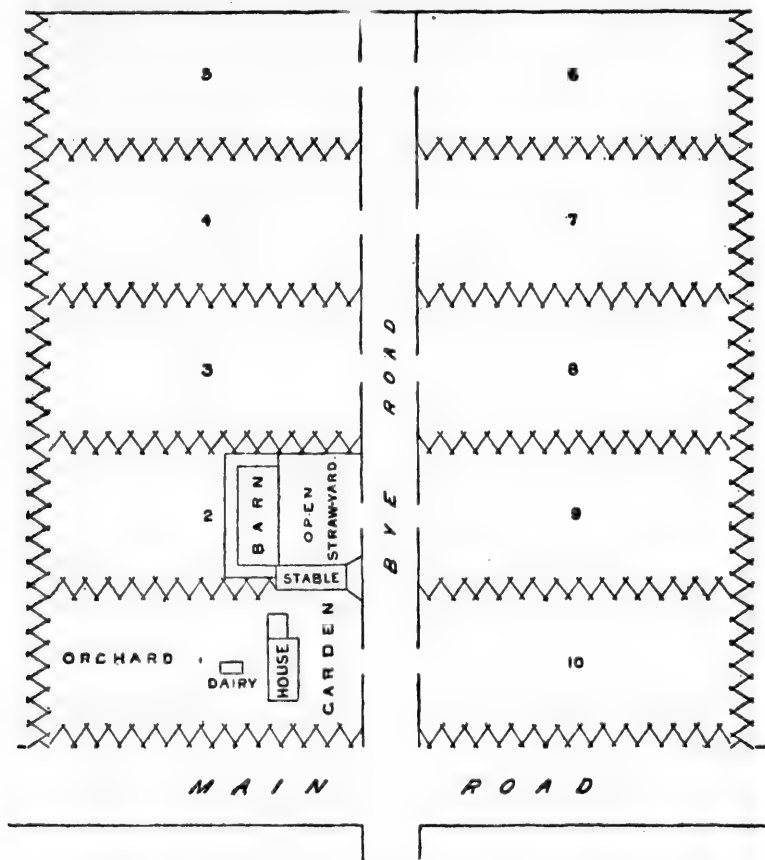
This farm is situate in Bosanquet township, county Lambton, province of Ontario. Its size is one hundred acres, mixed cultivation, and its value about 5,000 dollars. The owner told me that the cost of selling this farm would be, if a lawyer were employed, about 24s. to the vendor, and a like sum to the purchaser; but if no lawyer were employed on either side, the

cost would amount to about 4s. 2d. each; that is, 2s. 1d. to the Record Office for examination of register, and 2s. 1d. for re-registration. The vendor's wife must join him in the assignment, and the signature be witnessed by two persons of full age. Lots are numbered in every township. Roads are at right angles, and $1\frac{1}{4}$ miles apart, with 1000 acres of land between each road, or say ten farms. I give, for the benefit of my agricultural friends, the produce of this farm for 1886, as stated to me by the occupier on August 13th. As it is a fair average farm, and an average farmer, it will afford my readers means of judging what a hundred-acre Canadian farm will produce in one year:

20 acres wheat, average 20 bushels per acre, price 3s. bushel.					
17	„	oats	„	36	„ „ „ 1s. 3d. bushel.
5	„	barley	„	22	„ „ „ 2s. 4d. „
5	„	peas	„	25	„ „ „ 2s. 1d. „
5	„	hay	„	$1\frac{1}{2}$ tons	„ „ £2 ton.
26	„	of grass, from two to four years down.			
2	„	of orchard and garden. Apples fine crop.			
20	„	bush land. Grazing for cattle.			

This farmer rears five calves a year, and sells them at three years old, average price £8 to £10 per head. He keeps a dairy of six cows, and, like his neighbours, sends his milk to a cheese factory, selling it at 4d. a gallon. Many pigs and a number of poultry of all kinds are kept, which always meet a ready sale in the towns.

I find the farmers here plough their land with a single or one-way plough about four inches deep, and get all their ploughing and preparations for winter wheat finished by the end of August. In the first week of September they sow from two to two and a quarter bushels of seed (wheat) per acre. This grows, and gets four inches high before winter sets in, which it generally does about the middle of November. The ground is then covered until April with nearly three feet of snow. Then, after the melting of the snow, spring tillage



Sketch Plan of a hundred-acre farm in the Province of Ontario, Canada, showing snake fence. Each enclosure represents ten acres. The main road is 33 feet wide, repaired by the county; the bye road $16\frac{1}{2}$ feet, repaired by the farmer whose land adjoins.

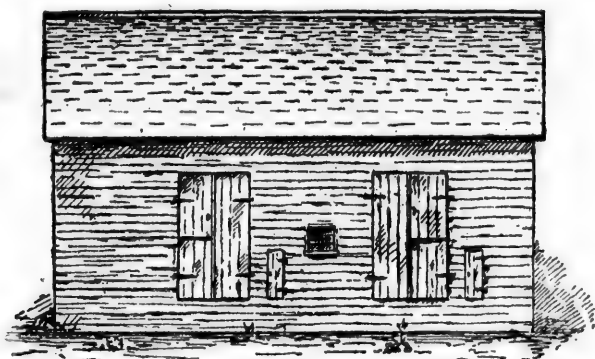
commences, and barley, oats, peas, and small beans are sown, and the month after maize, large quantities of which are grown near Lake Huron. The last is a very prolific crop, yielding from forty to fifty bushels per acre, and is harvested in October.

The favourite fence on farms in Canada is the snake fence, which is made by laying split poles one on top of the other zig-zag to a height of four and a half feet. The distance from point to point is one rod, and by this means farmers easily measure the number of acres in a field. The snake fence costs about 1s. per rod to cut down, split, cart, and erect, and it is estimated to last forty years. It is considered inexpensive, is easily fixed, and very effective. The only objection I can see to it is the waste of land involved.

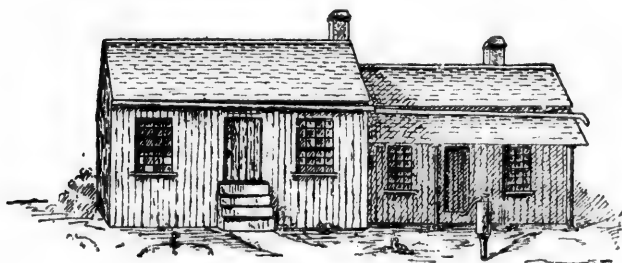
I was informed that the rates and taxes paid on this farm of one hundred acres were 2s. per acre, mainly school rates and those for the maintenance of State roads. Bye-roads have to be repaired by the owners adjoining.

I give on the following page a sketch of a dwelling-house and out-buildings, showing a general view of Canadian farm premises and large storage barn, the pride and boast of the Canadian farmer, and the first thing he erects after his dwelling-house. Very frequently the barn is the most substantial building on the farm. The buildings represented are all in the township of Jura, county of Lambton, Ontario. The barn is 85 ft. long, 35 ft. wide, and 16 ft. high, built of framed timbers resting on wooden sleepers, and roofed with wood shingles 16 in. by 8 in. The dwelling-house is also framed, with chimneys of brick or stone. The stable and corn-shed is likewise used as a buggy-house.

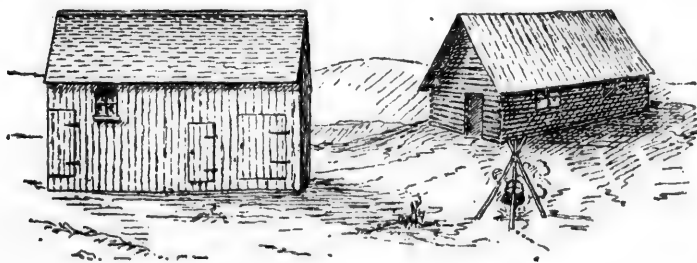
I returned to Sarnia from Forest, and spent Saturday night and Sunday morning there. Starting from Sarnia on Sunday afternoon, I went by steamer down the St. Clair to a place called Courtright, where I spent the night at Macgregor's Hotel, a very comfortable hostelry for a country town. The



STORAGE BARN



FRAMED DWELLING



STABLE, COWSHED, &c.

LOC HOUSE

next morning I hired a buggy and drove into the country to look over a "bush" farm, now being brought under cultivation by an enterprising young Scotchman. This farm is situated almost in the very heart of a forest. It is in the township of Sombra, and comprises 200 acres of fine deep undrained land on a rich clay loam. There are about 50 acres cleared, and 45 in crops; the rest, when I was there in 1886, was still forest or bush.

The following plan is adopted for bringing the land under cultivation. The undergrowth is first cleared in the winter, gathered in heaps, and burnt the following summer. The next winter the timber is cut down, split up into firewood or rails and cleared away, and the land fenced as I have before described. The following spring the ground between the stumps is grubbed up, rough grass seeds are sown, and the land is grazed for two years. Then the stumps, having been exposed to frost, gradually rot, and are easily removed. Next oats are sown between the remaining stumps (the land being previously prepared), and so on for four or five years, until all the stumps are removed and the land is brought under cultivation, and can be worked with any modern agricultural implement. The process is slow, and requires both time and patience. The farm I have just been speaking of is partly drained by the township; that is, the authorities have dug an open drain to the river St. Clair three miles long, six feet deep, and six feet wide, right along by the side of the road, making the thoroughfare extremely dangerous. The drain is of very little use, and does not quite answer the purpose for which it was intended. This farm when cleared and drained is intended for grass and stock raising.

I returned in the buggy to Courtright, spent the night there, and the next day started for Windsor in a fine American steamer called the *Greyhound*, which took us sixty miles down the St. Clair for 2s. 1d. This was a most enjoyable trip on the beautiful river, studded with islands clothed with verdure,

and varying in size from 600 acres down to a quarter of an acre. There are many cities and small towns situated on either side of the St. Clair, which divides Canada from the United States. On the Canadian side we have Port Huron, Courtright, and Windsor; and on the American, Point Huron, St. Clair, and Detroit, besides numerous smaller towns and villages. The St. Clair empties itself into Lake Erie, and on the American side you pass Oakland House, a well-known and far-famed hotel, about 400 feet long, situated on the bank of the river, with landing-stage. This commodious building has accommodation for five hundred visitors at one time. Here are the famous health-giving mineral waters, so efficacious in gout, rheumatism, lumbago, and neuralgia. A large quantity of the water is exported annually; indeed, there is no doubt the baths are very beneficial to invalids, and numbers will be found at Oakland House during the summer. On the Canadian side is an Indian settlement, which can always be distinguished by the scant cultivation around. The Indian never troubles to cultivate the land; a little corn close to his hut and a few potatoes generally satisfy him. He much prefers wandering and depasturing his cattle and horses on the natural grasses. I find the Indian generally selects cleared country for his settlements. Just before reaching Windsor we passed through a canal a mile long and 200 feet wide.

Windsor is a very pretty Canadian city just opposite Detroit, and distant from it only a quarter of a mile. Some day I should think a bridge will be thrown across to connect the two cities. Windsor contains 8000 inhabitants, is rapidly growing, and from its position must some day become a place of note. It is well supplied with good water, lighted with electric light, and has good hotel accommodation. The Crawford Hotel I can well recommend, having stayed there for some time. Near Windsor is the small town of Walkerville, founded and built by a gentleman called Hiram Walker, who twenty years ago arrived in Detroit from Boston, and I

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believe commenced business by exporting beef to England. He afterwards established a distillery for distilling whiskey from Indian corn, and now annually makes about 10,000 barrels of this spirit. As the government of Canada has just passed a law that all spirits made shall remain in store for three years before being sold to hotel-keepers, Mr. Walker has been obliged to build large storehouses to bond his spirits. You may perhaps wonder what becomes of all the waste corn after the spirit has been distilled from it. I will tell you. Mr. Walker has a large farm two miles from the town, on which he has barns to hold 2800 Canadian grade cattle, which he buys of farmers from all parts of Canada at 2d. per lb. live weight in store condition, generally two-year-old grade steers. The manager informed me that he generally buys in November and runs out about March and April.

These cattle are kept in fourteen large barns, each containing 200 head, and are all fed on the swill, or corn juice, after the spirit has been distilled. It is conveyed to the barn in large cedar tubes by a powerful force pump, and so arranged that one man can feed a hundred cattle in fifty minutes simply by turning two taps and letting the swill run into the troughs in front.

On this and good sweet hay these grade cattle will feed to 7 cwt. each, and are sold to the English market for about 4d. per lb. delivered in Liverpool, the cost of conveyance to which port by the "Beaver" line of steamers is about £3 per head. In this way Mr. Walker turns out between four and five thousand fat cattle every season. He likewise keeps on his farm some prime Berkshire hogs, and a lot of Clydesdale horses, which breed are most in request in the country for farm-work. They are also used by merchants for dray-work in towns, being light, clean-legged animals, smart-looking and active. The value of a good pair of these horses is about 450 dollars. They command a ready sale and pay the breeders better than cattle. When the farmers in Canada, as in

England, endeavour to breed good horses from poor defective animals, they of course get worthless brutes for their pains; but in the few cases where men of intelligence study the breeding of working horses, as a trotting or racing man does his stud, nothing pays better, either for exportation to the States or to England. The Canadian horse will command a higher price in the States than a States-bred horse, being considered more hardy.

There was a great deal that was interesting in this neighbourhood; for after looking at the horses I visited a Canadian tobacco farm of fifty acres, and found the crop just being harvested by about fifty blacks, under the able direction of a practical grower from the Southern States. Judging from enquiries made on the spot, I should say the experiment is a success; for the crop was a heavy one, in spite of an unusually dry season. The plants averaged two feet in height. They are planted two feet from row to row, and one foot between each plant. The young plants are grown in beds, being sown in April, and planted out about the middle of May. They were being harvested towards the end of August. The plan adopted is to cut the plants down with a hook, and lay them in rows. They are then carefully removed to specially-provided houses, which are ventilated by the superintendent according to the weather. Here the plants remain for four months, each being hung separately, head downwards. When quite dry they are packed in cases and stocked for twelve months before being sold to the manufacturers. The produce of the farm I speak of generally goes to Montreal. A good crop pays well, the cost of cultivation being about £30 per acre, and the value of the crop £50, or sometimes more. The manufacturer pays 6d. per pound for the raw material. When I first saw the farm I thought it a large field of red mangel, so much do the leaves of the tobacco plant and red mangel resemble each other; but the small bulb of the tobacco plant is quite useless. The land is prepared in the fall by deep ploughing; it is again well

ploughed and worked in the spring, and also heavily manured. It has to be well hoed and kept free from weeds for the first month after the young plants are put in the ground; but when once the leaves cover the ground all weeds are kept under; for the field resembles a sea of leaves.

Not far from the tobacco farm is an Indian "corn-brush" field, an importation from the Western States. The plant grows just like the ordinary Indian corn, except the flower, which is really a brush. It is of fibrous substance, and will take dust off clothes much better than any hair brush I have ever seen. In most of the hotels in the States and Canada it is in general use. The brush corn is fit to harvest in September, when the brushes are thoroughly dried and sold to the manufacturers. The crop is considered a fairly paying one, more remunerative than the Indian corn, to which it is so similar.

I also saw a crop of hops, as fine as any I have seen in Kent. Altogether this county of Essex, Ontario, appears to be suitable for any kind of produce, so that farmers who properly cultivate the soil will have a rich reward, as far as crops are concerned, while prices are not much under those paid in the old country. Essex is also noted for the deliciousness of its fruit. Grapes and tomatoes come to perfection in the open air. Its scentless flowers and songless humming birds are lovely, and both are very plentiful in the gardens around Windsor City.

From the window of the Crawford Hotel I saw a huge raft of timber being towed down the river. It was quite three-quarters of a mile long, and consisted of hundreds of trees chained together. It was to be taken down to some timber yard, of which there are several on the lakes, there to be squared into baulks previous to being exported to England. These rafts come from Owen Sound, on Lake Huron, in the neighbourhood of which are immense pine forests.

This hotel—the "Crawford," in Windsor—gives good

accommodation at 10s. per day ; and anyone desiring comfort and quiet, and at the same time wishing to be near a large, busy city like Detroit, cannot do better than go there. A steam ferry runs across the river to Detroit every five minutes, at a charge of 2½d.

Windsor is lighted by electricity, and has an electric railway in operation. From what I can judge great improvements must be made before the latter will be generally adopted, or in any way supersede the horse tram-cars, so numerous in all public streets in every city in Canada. I am informed that in winter time these tram-cars are placed on sleighs, when the tingling bells and bright trappings add much to the gay appearance of the streets. The cars are also warmed, so that tram-car travelling at that season is both amusing and enjoyable. No wonder the Canadians look forward with such pleasure to the winter months, instead of dreading them, as we do in England.

CHAPTER VI.



AFTER leaving the farm of Mr. Hiram Walker, I crossed by the ferry to Detroit. It is one of the oldest cities of the New World, having been founded as a French missionary station in 1670. This place, which is known as the "City of the Straights," extends about three miles along the Detroit river, and is built at a distance of one mile from the water. The streets are wide and well-shaded by trees. There are many fine churches, some of them imposing-looking structures. The larger mansions are surrounded by spacious grounds tastefully ornamented, and the stores and public buildings are metropolitan in size and appearance. Amongst these the finest are the Board of Trade, Post-office, and Custom House. The Michigan Freight Depôt, or Railway Station, should by all means be visited; it is of great size and costly construction—125 feet long, 102 feet wide—and covered by an iron roof. I also noticed the large grain elevators, which were well worth seeing; and watched the dexterity with which grain cars are loaded and unloaded.

Detroit has elaborate waterworks, as well as large manufacturing and shipping interest in grain and provisions; and it is said that nearly as many ships enter and leave the Detroit river during the summer months as the Thames in England; at least, this is the American view of the traffic, which is no doubt very large, and constantly growing. Each year there is held a grand review of the Detroit river navy. This is always a pleasant city to visit. In summer excursions are of daily occurrence, and numerous pleasure steamers are

constantly coming and going to and from various fashionable resorts on Lake Erie, and also on the banks of the St. Clair.

It is a fact worthy of some consideration, that whilst Sarnia, Courtright, and Windsor, on the Canadian side of the St. Clair river, remain small towns of from four to ten thousand inhabitants, the towns of Port Huron, St. Clair, and Detroit, on the other side, contain from ten to two hundred and forty thousand people.

Detroit itself, forty years ago, contained only 4000 inhabitants, and had little trade; now it has a population of 240,000, and a river traffic almost equal to that of any port in England. The increase in the value of land in and near the city has of late years been very great.

My next visit was to Chicago, the "New York of the West," as it is justly called. Leaving Detroit by one of the trains of the Michigan Central Railway, ten hours of comfortable travelling brought me to my destination. The distance between the two cities is about 280 miles. Some of the scenery on the way is very attractive, and the city of Michigan is passed on the journey. It is a part of northern Indiana, and here is located one of the Indiana State prisons. From Michigan we soon passed over the rolling prairies of Illinois, and on through the suburbs of Chicago, till we arrived at Union Station, at the foot of Lake Street.

Chicago is in many respects one of the most wonderful cities in the world. Its magnificence is all the more striking since it is so young in years, so far in the interior, and has passed through an ordeal by fire which would have ruined many other cities for ever. Chicago is quite worthy of the name of "Queen City of the Lakes," and is grander and more prosperous to-day than before the great conflagration of 1871.

The first permanent settlement on the site of Chicago was made in 1804. The town was organized in 1833, and incorporated as a city in 1837. The population at the present time is estimated at about three-quarters of a million. The growth

of the city has certainly been marvellous, especially considering the check it received. The area over which the fire extended was nearly three and a quarter square miles. The number of buildings destroyed was 17,450, and 98,500 persons were rendered homeless, with over 200 killed. The depreciation of property must also be taken into consideration, and the loss of business, amounting in all to about forty million sterling, of which only eight millions were ever recovered from insurance. One of the results of the fire was the bankruptcy of several insurance companies. However, the business of the city was interrupted only for a short time. In the course of a few weeks many merchants had resumed trade in temporary wooden buildings, and within one year after the event a large part of the city had been rebuilt, and at present no trace of the fire remains. The buildings are now of stone, and of improved architectural design.

In July, 1874, there was another great fire, which burnt about eighteen blocks, covering sixty acres, and destroyed £1,000,000 worth of property.

Chicago is situated on the western shore of Lake Michigan, and by means of the Chicago river and the Illinois and Michigan canal has uninterrupted communication with the Mississippi and the Gulf of Mexico on the south and west; and by the chain of the great lakes with the St. Lawrence and Atlantic Ocean on the east. There is indeed no inland city in the world that possesses greater facilities for commercial intercourse.

The streets are about eighty feet wide, and very regularly built. They cross each other at right angles, and are for the most part paved with stone or wood. Some of the principal streets are from five to ten miles in length. A river and its branches divide the city into three parts, known as the North, West, and South Sides, which are connected by about fifty bridges. Two stone tunnels join the main avenues of traffic, leading from the city proper to the northern and western

divisions. Shipping accommodation for a distance of more than ten miles is afforded by the river and ship canal. The city is ornamented with rows of luxuriant trees. The park and boulevard system in Chicago is very extensive. One of the most charming parks is the Lincoln, situated on the lake shore north of the city. It has some pretty drives, a zoological garden, lakes, and fountains. Besides this they have Lake Park, Hyde Park, and Hannerly's Trotting Park, all well worth a visit.

Chicago is the greatest live stock market in the world. Situated at some distance west of the city are the great Union stock yards. The quantity of land controlled by this company is 345 acres, of which the yards and pens occupy 146 acres. I was told that these were capable of housing 25,000 head of cattle, 100,000 head of hogs, and 22,000 sheep, besides stalls for 500 horses, making a total of 147,500. These stock yards are connected with all the railway centres in Chicago.

The lumber trade of the city has grown so much of late that perhaps there is truth in the assertion that Chicago leads the world in this branch of trade. There are over three hundred firms engaged in it, and millions of feet of lumber are annually handled. The pine forests of Michigan and Wisconsin are the principal sources of supply.

Another great industry is meat packing, and some of the killing and packing houses cover acres of ground. In the *Chicago Breeders' Journal* of August, 1886, it was stated that the average number of cattle killed in the city was 5000 daily, and of hogs 10,000. The live stock received into Chicago for Monday, July 26th, came to 9900 head; Tuesday, 27th, 9600; Wednesday, 28th, 7600; and the total receipts for one year, ending July 28th, 1886, were—Cattle, 1,030,405; hogs, 3,678,416; sheep, 513,397. The best cattle were selling at 2½d. per pound live weight. One lot of fine grade cattle, weighing 1700 pounds each, were sold on July 28th, 1886, for New York, at 20/10d. per hundred pounds live weight.

Good light hogs make about the same price, and find a ready sale to the packers.

So much that is deserving of mention, and that I hope may be interesting and profitable to my readers, has crowded upon me, that I had almost forgotten the grain trade of Chicago—perhaps the greatest industry of the city; for not only is it the headquarters of the grain trade of America, but it is the greatest grain market of the world. It has twenty-five elevators, with an aggregate storage capacity of twenty million bushels of grain. The speed and dexterity with which vessels and railway cars are loaded and unloaded is perfectly marvellous.

Amongst the extensive manufactories I may mention the McCormack reaper factory, of world-wide reputation.

Chicago is also one of the greatest—if not the greatest—railway centres in existence, no less than forty-five lines coming into the city. With regard to hotel accommodation, no place in America can vie with it. The hotels are furnished with lavish cost and completeness, but, I must admit, are somewhat expensive, the ordinary charge being from three to five dollars a day. For the benefit of any person who may intend visiting Chicago I will mention the Palmer Hotel, the Grand Pacific, the Sherman Hotel in the central business part of the city, and Tremont House, styled the Palace Hotel, which is practically fireproof. It possesses all the elegancies of many a palace, with spacious halls and luxuriant suites of apartments, furnished with every comfort and modern luxury, and with a *menu* of delicacies to meet the taste of the greatest epicure.

There is a dash and grandeur about almost everything undertaken in the way of public works. The waterworks are a good illustration of this. They consist of a tower 160 feet high, up which water is forced by four powerful engines, having a pumping capacity of 74,500,000 gallons daily. The water is brought through a tunnel extending two miles under the lake, thus securing perfect purity. There are also forty artesian wells.

The terrible experiences of the city have prompted most careful precautions against fire. The fire brigade arrangements are among the most interesting sights of Chicago. Every morning at twelve o'clock, and every evening at nine o'clock, the firemen are called on to be ready in twenty seconds to leave their stations. It is especially interesting to see the horses on either side of the engine come rapidly out of their stalls, place themselves under the harness, and stand perfectly still until the firemen have clasped the only link necessary to attach the horse to the engine. All new buildings now erected within the city fire limits are built of stone; and if any old building is damaged by fire to the extent of 50 per cent. of its value it cannot be repaired.

After having spent a very pleasant and profitable time in Chicago, I travelled into the hog-raising and corn-growing district of Indiana, where the corn grows to a height of from ten to twelve feet, producing one hundred bushels per acre, and where hogs are fed on it by the hundred in the fields, like sheep on turnips in England.

Thence I passed to Pittsburgh, in Pennsylvania, called the "Sheffield of America," or "the smoky city." When boring for oil near this place a natural gas sprang up, which is now used generally for domestic purposes and also for driving machinery. It is even conveyed a distance of twenty miles to light another city. I have learnt that since the recent disastrous earthquake, which happened at Charlestown in 1886, this natural gas has considerably lessened in quantity.

I returned to Windsor from Pittsburgh, and from there travelled by Grand Trunk Railway to Toronto; but we will leave an account of this city, which has been called "the Queen City of the Dominion," for another chapter.

CHAPTER VII.



Y first impressions of Toronto were very pleasant. It is not only the capital of the province of Ontario, but one of the most progressive cities in her Majesty's dominions. It is situated on a bay, separated from the lake by a peninsula known as Gibraltar Point. This bay forms a safe and well-sheltered harbour. The streets are generally broad, and cross each other at right angles. The main thoroughfares are Queen Street and Yonge Street. Queen Street is about five miles long from one end to the other, and you may have a tram ride all the way for $2\frac{1}{2}$ d., or five cents. The most imposing building is the University, a good specimen of Norman architecture. It is on the west side of Queen's Park, and forms three sides of a quadrangle, each measuring 200 feet in length. This University was commenced in 1854 and finished in 1857. The principal halls are the Library, containing 25,000 volumes, the Museum, Convocation Hall, and Senate Hall. A very fine view of the city and of Niagara in the distance may be had from the tower, 120 feet high, which stands in the centre of the south frontage of the building.

Toronto is the seat of the Law Courts and Provincial Government, and the headquarters of the Educational Department of Ontario.

The city near the lake is somewhat flat, but there is a gradual rise towards the north. Six lines of railway have their terminal stations here, and steamers of large size run to and from all the principal points on the lake. There are a very large number of public buildings, and new designs of

great architectural beauty have just been completed for the houses of parliament, to be built of red sandstone from the Credit Valley. The assessed value of property in Toronto is fifteen millions sterling, and is rapidly increasing, as the revised assessment of the city, published in the *Toronto Globe*, gives the increase for one year, ending Lady-day 1887, at nearly two millions sterling. The detailed total assessments for this year are as follows: Real property, £14,000,000; income, £1,000,000; personal, £2,000,000. The population for 1886 was 118,403, in 1885 it was 111,800, showing an increase of 6603 in one year. In every part of Toronto there are evidences of great activity in the building trade. All wooden houses are being replaced by elegant stone or neatly-built brick structures, and on the north and west sides of the city many pretty brick villas are being erected, and new and well-formed brick sewers are in course of construction. The streets are being paved, and ornamental trees planted; indeed, there are signs of busy industry on every hand, and artizans of all kinds, as well as labourers, are in full employment, and are likely to be so for some years to come.

Skilled masons, bricklayers, and carpenters receive from ten to twelve shillings per day in Toronto. Labourers are paid five to six shillings per day. Board and lodging in the city can be had for sixteen shillings per week. Female servants are in great demand here, as they are in all the colonies, and can command good wages. Those are certainly best off who can do without them. Cooks and laundry women are in especial request. An ordinary cook will get from £30 to £40 a year with her board, and a laundress 2s. 6d. per day and her food.

There are several good hotels in Toronto. The Queen's, and Walker's House, are most convenient to persons coming from the station or "railway depôt," as Canadians call it. At these two hotels the charge is about 12s. per day. The accommodation at the Queen's is very superior, and quite equal to the best hotels in the old country, and at a much more reasonable charge.

Near Toronto is Tony Island, or, as it is now called, Hanlan's Island, for here the champion rower of the world has taken up his abode, and established an hotel, in one room of which are exhibited all his hard-earned prizes, and also many presents, including those from the Prince of Wales, the Marquis of Lorne, President Cleveland, Vanderbilt, etc. In the same room also is shown the boat in which the unfortunate Renforth tried to cross the Atlantic Ocean, and in which he was picked up dead. Of course, we all looked at the boat with interest. It is thirty feet long, and canoe shaped. Hanlan's Island has an area of about twenty acres, and is a favourite summer resort for the people of Toronto. There is good bathing for ladies and children. There is also a merry-go-round railway worked without steam or electricity. A man pushes the car at one end, when it runs round to the other, where a similar push sends it back again. There is likewise a good skating rink on the island, and numerous other amusements. Steamers run to and from Toronto every half hour; return fare, ten cents.

I went to Exhibition Park when I was in Toronto, and found it well worth a visit. It is situated on the west side of the city, overlooking Lake Ontario and Hanlan's Island. This park was formed and laid out at the expense of the inhabitants, for the purpose of holding in it the Toronto State Fair, which takes place every year in September, and lasts about twelve days. In the exhibition grounds are shown cattle, horses, sheep, pigs, as well as agricultural productions of every kind grown in the Dominion, and also manufactured goods. Prizes are given, and the competition generally is very keen. Special prizes have recently been offered for the best horses suitable for the British army, but I understand there was little competition; and I should like to call my readers' attention to the fact that Colonel Ravenhill and Colonel Phillips, having been sent to Canada by the English Government to purchase a very large number of horses for use in the army, were unable to find even ninety suitable for the purpose; a remarkably small

number for so large a country. It affords food for serious reflection on the part of both Canadian and English farmers, that the British government import annually for military purposes 17,000 horses from France, Germany, Austria, and Russia (none having hitherto been imported from our colonies). Breeders in England and Canada should therefore turn their attention to horse-breeding as a source of profit, and see if the fertile valleys of England and the magnificent prairies of Alberta, in the North-West of Canada, cannot produce a sufficient number of horses to meet the requirements of our army, thus keeping the six hundred thousand pounds sterling, now annually sent to foreign countries, in England and its colonies, and letting British money benefit British capitalists, instead of, as now, going to foreigners, who may some day use this money against us. Surely a good horse can be bred and reared to four years old on the prairies of Alberta for £10, and yield a fair profit all round, especially on land that only costs to rent 2d. per acre per annum, and which will produce per acre two tons of prairie hay, and feed cattle and horses as fat as will the pastures of Devonshire. No doubt the Provincial Governments of Manitoba and British Columbia will soon establish an experimental farm for improving the breed of horses, just as the experimental farm at Guelph was established some years ago by the Provincial Government of Ontario for improving the breed of cattle and sheep. This, I understand, has answered well, and is now under able management.

The German Government supplies stud sires of the best English and other breeds to the German farmers for use at a moderate cost, and, in addition, gives every encouragement to farmers to breed good horses on a large scale. Not only have the Germans and Austrians great establishments for breeding purposes, but in some of these they actually breed for colour—one stud farm being devoted to browns, another to chesnuts, and so on. Foreign horses are largely imported

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into England, not only for our army, but for draught; and I should think about half of those seen in London come across the Channel. Germany would think it a deplorable thing if a thousand horses could not be obtained for her army at a week's notice at £40 per head. We could not do this. But let England and Canada do as Germany and Austria have done, and we shall very soon be quite independent of foreign countries for the supply of this very valuable animal.

About seven miles from Toronto is one of the horse-breeding establishments of Mr. Garland, a pleasant and clever Canadian gentleman, who has taken a fancy to this pursuit, and, I must say, has commenced in a way likely to prove remunerative. He has also a farm at Hamilton, and another at Portage La Prairie, in the great north-west. In his stud sire Almonte he certainly has a splendid animal, bred from the celebrated English Touchstone blood on one side, and from Almonte, the trotting sire, on the other. Almonte was by Benedick, the best known of all American racehorses, and the sire of many of the brightest luminaries of the trotting track. Almonte is four years old, stands 16 hands without shoes, and weighs 1200 pounds; a rich golden chesnut in colour, and faultless in disposition. His brisket is deep, giving him plenty of lung room; his back and loins are veritable models of power, and his beautifully-formed quarters show immense muscular development; his hocks are large and clean, his forearms and thighs are well formed, and he stands true as a die on tough and finely-formed feet.

Amongst Mr. Garland's brood mares I much fancied Gipsy Maid, by old Cleargrit, and purchased her foal, a beautiful chesnut filly, to come to England in the spring. I also purchased a very fine colt by Almonte, and a five-year-old gelding by Kismet. This horse, called Toronto, I at once sent to England, per Dominion steamer *Ontario*, from Montreal. The *Ontario* unfortunately got on shore going down the river St. Lawrence, so the horse had to be transhipped to

the Dominion steamer *Texas*, and after a delay of three weeks arrived safely at Bristol on the 27th October, 1886. I had him forwarded to my home in Devonshire, per Great Western Railway, where he arrived without spot or blemish, at a cost of £12, and that after a journey of three thousand miles by sea and five hundred miles by train. He was none the worse in health for his long voyage; for on taking him out to exercise the next day he was as playful as a kitten, and fed well. I had the pleasure of selling him to Lord Revelstoke in the presence of the Princess Louise and Marquis of Lorne (who were at that time the guests of Lord and Lady Revelstoke at their country seat in Devonshire). Her Royal Highness much admired the horse, and asked from what part of Canada I brought him.

Mr. Garland has many very valuable horses and colts on his stud farm, including the fastest trotting $14\frac{1}{2}$ hands mare in Canada, and he offers to wager an even bet that his *Almonte*, before mentioned, will trot a mile in two minutes and twenty-six seconds. All the colts run on the pastures in summer, and in winter are kept in yards and sheds with every comfort and convenience. Canadian-bred horses are much sought after by Americans, being more docile than those bred in the States. I do not know if this docility and tractability is owing to the climate, breed, or training, but I should think most likely to all three circumstances combined. It is nothing unusual to see a Canadian horse hitched to a buggy standing for an hour or more, tied to a small piece of lead laid flat on the ground, whilst the owner is shopping, and the animal will remain perfectly still, notwithstanding the noise and bustle occasioned by tram-cars and carriages, which are constantly passing to and fro in close proximity.

Talking of horse-breeding reminds me that I have not yet described my visit to the Canadian trotting race-ground in the Exhibition Park of Toronto. This visit I paid one very fine afternoon. On the "track," as the Americans call it, were

assembled all the sporting men of the city, and dames as well ; for somehow ladies always take a deep interest in horse-racing. Here were mixed up Canadians and Americans, all anxious to see who would be the winners of the numerous prizes offered for competition for horses in single and double harness, in heats of two miles. The track is just half a mile round, so the trotters had to go four times round at each heat. First started four single horses attached to light buggies, and driven by Yankee jockeys, and the highest record made was a mile in 2 mins. 31 secs. This was further reduced to 2 mins. 28 secs., and was won by a chestnut horse, not called Rat-tail, but having a rat-tail. He certainly did go, and the jockey who drove him pulled with all his might ; for I find on enquiry that the more a jockey pulls the faster a horse goes, and that directly the reins are dropped the animal comes to a sudden stop. Three pairs then started, and in the subsequent heats a fine pair of bays won with a record of 2 mins. 32 secs. The fastest trotting mare ever known was called "Maud's," having a record of one mile in the extraordinary short time of 2 mins. 7½ secs. She was purchased some few years ago by Mr. Vanderbilt for forty thousand dollars. Next to "Maud's" comes Wildflower, the grand Californian filly, bred by Governor Leland of Stamford. This extraordinary animal trotted in a sulky on the Bay District Course, San Francisco, California, October 22nd, 1881, for a gold medal when only two years old, and did the mile in 2 min. 21 secs., a most remarkable feat for a two-year-old ; and I believe that record, having regard to age, has never been beaten.

Most trotting horses are trained for the race by having a leaden weight (about four ounces) tied on to the front part of the hoof, to prevent them from ambling, or, as the Canadians call it, pacing. It is really to balance the animal in its stride, and to make it throw its legs well forward and trot from the shoulder.

In this province education is free to all. Every kind of

property pays a school rate, but parents have to provide books and other school requisites. Where the Roman Catholics desire it, separate schools are established for their children, and a separatist school rate, as it is called, is levied for that purpose, and paid into the hands of the trustees of the Roman Catholic schools and colleges of the locality.

The universities are open to all children who reach a sufficiently high standard in the lower schools; and those who have ability can take the most distinguished degrees conferred by the universities, rich and poor having equal advantages in this respect. Equal rights to all classes is the Canadian motto, in civil as well as in religious matters.

Religion is quite free. There is no State-aided church in Canada, and I hardly know in what country religion is more respected, or Sunday more strictly observed. In many of its cities all tram-cars cease running on the day of rest; and in others, run only out of church time. All public-houses are closed on Saturday evening from seven o'clock until Monday at six a.m. Consequently there is no Sunday drinking, and all the religious services are well attended. The churches are fine buildings, numerous, and well furnished; and clergymen of all denominations are looked up to and beloved by their congregations. The Sunday-schools are quite full. A Canadian thinks it as much a duty to maintain his church as his wife and family. The clergy are fairly paid, and generally have a nice residence somewhere near their church rent free. Every young clergyman has to work up some poor outlying parish, and then has to make himself acceptable to that congregation, before he becomes head of any church. It is no uncommon thing to see pastors of all denominations in Canada on the same platform advocating the same good cause, and meeting together in close friendly association, doing God's work with a unity of will one does not always see in the old country.

In Canadian cities fire insurance is rather high. On all wood buildings within the cities, where business is carried on,

the charge is thirty shillings per cent. ; but on private brick or stone-built residences it is about three shillings per cent. per annum. The fire brigade of Toronto is splendidly equipped, and worked on the same system as that of Chicago.

The prices of provisions in Toronto in September were: Best cuts of beef, 6d. ; inferior, 3d. to 4d. per lb. ; lamb, 6d. ; veal, 6d. ; mutton, 5d. to 6d. ; butter, 6d. to 8d. per lb. ; eggs, 6d. per dozen ; raw milk, 3d. per quart ; bread, 7d. to 8d. per 8 lb. loaf ; ducks, 1s. 6d. per couple ; fowls, 1s. 3d. ; geese, 2s. 6d. ; turkeys, 2s. 6d. to 3s. each.

From Toronto the Canadian-Pacific Railway (certainly one of the best lines in the world for comfort, safety, and convenience) runs in almost a direct line to Ottawa, the capital of the Dominion, passing through the midland and eastern counties of Ontario, a district which furnishes most delightful river, lake, and woodland scenery. At Agincourt, which is eighteen miles east of Toronto, the line crosses a branch of the Midland Railroad of Canada, then passing through the villages of Claremont, Myrtle, Pontypool, and Cavanville. Peterborough is reached eighty-seven miles further east, where the Canadian-Pacific again intersects the midland system.

Peterborough is a flourishing city, beautifully situated on the Ontonaba river, whose waters are utilized to drive the immense saw mills on its banks. Peterborough is one of the largest and most important lumber markets of Canada. Near this city is situated Stony Lake, a beautiful sheet of water dotted by hundreds of little islands.

Leaving Peterborough we pass through the enterprising town of Norwood, and also the villages of Madock, Tweed, Sheffield, and Arden. This section of country is very rich in mineral deposits, and a short time ago Madoc township was the scene of considerable excitement, owing to the discovery of gold on the Moira river. Iron mining has long been carried on here, but want of railway accommodation hitherto has prevented its development. Now that the Canadian-Pacific line is

completed, an impetus will be given to this branch of trade. At Sharbot lake the Canadian-Pacific Railway connects with the Kingston and Pembroke line running from Kingston, called the "Limestone City of Canada," northward to the upper Ottawa river.

Sharbot is noted for its beautiful scenery and excellent fishing in the river.

Here I changed to the Kingston and Pembroke Railway for Kingston, which handsome city is 172 miles distant from Montreal; and at Kingston I left the train and continued my journey by water, in a steamer belonging to the Ontario Navigation Company. In order to reach the steamer, I drove by omnibus into the city, distant about a mile. The best hotel here—the British American—is situated at the corner of King and Clarence Streets, and was completely remodelled during the autumn of 1883. The terms are moderate, as at all the hotels in Canada, and the accommodation good.

The steamer *Corsican*, which leaves Toronto in the afternoon, is due at Kingston early the next morning, thereby enabling tourists to see all the lovely scenery down to Montreal by daylight. Soon after leaving Kingston we entered that most remarkable collection of isles known as the "Thousand Islands." These islands extend from near Kingston to Brockville, a distance of over fifty miles. This is the most wonderful group of river islands in the world, and consists of about eighteen hundred wooded and rocky islets of every imaginable shape, size, and appearance, varying from mere dots of rocks to some acres in extent, thickly wooded, and of the most charming appearance, with rich foliage right down to the water's edge. At times our steamer passed so close to them that a pebble could be cast on their shores, and further progress seemed effectually barred; but rounding the points, amid winding channels, the way gradually opened before us; and when again the river seemed abruptly terminated by threatening shores, a channel suddenly appeared, and we were whirled into

a magnificent amphitheatre of lake, bounded by an immense green bank, which as we approached seemed to break up into a hundred little islands.

This is a famous spot for sporting, myriads of wild fowl of all descriptions being found here; but angling is rather a fatiguing pastime, from the great quantity and the size of the fish. On many of these islands summer villas have been erected, and every year adds to the number of visitors whose time is spent in this modern Hesperides, which bids fair to become the favourite camping-out ground of the continent.

The islands have been the scene of romance. From their great number they afforded admirable retreat for the insurgents in the Canadian insurrection of 1837, when the "Patriots," as they were called, sought to overthrow the British rule in Canada. Among these was one man who, from his daring and ability, became an object of anxious pursuit by the Canadian authorities. In these solitary retreats he found a safe asylum, under the shadow of night, and was supplied with provisions and rowed from one place of concealment to another by his daughter, whose skilful management of her canoe baffled all efforts at capture. There are many Indian legends about these islands. They believe that the "Manitou"—that is, the Great Spirit (and hence their name for the islands)—has forbidden his children to seek for gold; and they tell you that a certain point where it is said to exist in large quantities has never been visited by the disobedient Indian without his canoe being overwhelmed in a tempest.

Opposite the "Thousand Islands," and on the American side, stands the village of Clayton, a delightful place of resort. It contains four churches, a bank, and telegraph offices, also two good hotels. The finest fishing in the river St. Lawrence is to be found in the immediate vicinity. Pike, black bass, and pickerel are easily caught there. All lines of steamers stop at Clayton, and Wagner's palace sleeping-cars run through from New York in thirteen hours.

Alexander Bay is the next spot to be visited. It is much frequented by fishermen. Some two or three miles below this village is a point from which a hundred islands can be seen at one view.

We then came to Brockville, 125 miles from Montreal. It is on the Canadian side, and is one of the prettiest towns in Canada. The population is about 7900. Prescott, a town of 5000 inhabitants, passed, a few miles further down the river the descent of the Gallopes Rapid is made—the first rapid reached. Another is passed almost immediately, called Rapid de Plat.

Continuing our journey we came to Marritsburg, on which is situated Chrysler's Farm, where in 1813 a battle was fought between the English and Americans. Then we arrived at Long Sault, where the increasing swiftness of the current of the river warned us that we were about to enter the remarkable and justly-celebrated rapids of the St. Lawrence. "Shooting the Rapids" (as this portion of the voyage is called) is most exciting, and must be experienced to be fully appreciated. The Long Sault Rapid is nine miles in length, and is divided in the centre by an island. The passage in the southern channel is very narrow, and such is the velocity of the current that a raft, it is said, will drift the whole nine miles in forty minutes. The first passage down these rapids by a steamer was made in 1840, under the guidance of an Indian named Teronhihira. The current rushes along at the rate of twenty miles an hour. When the vessel enters the rapid the steam is shut off, and she is carried forward by the force of the stream. The surging waters present all the angry appearance of the ocean in a storm, and going downhill produces a highly novel sensation. Making this passage has the excitement of danger, the immensity of which is enhanced to the imagination by the tremendous roar of the headlong boiling stream. Great nerve and precision are necessary to pilot the vessel's head straight; for if she diverged in the least, and presented her broadside to

the current, she would be immediately capsized and submerged. Hence the necessity for enormous power over her rudder, to which a tiller is attached in addition to the wheel, while descending these rapids. Some idea of the force necessary to keep the vessel straight and steady may be gathered from the fact that it requires four men at the wheel and two at the tiller to ensure safe steering. In passing the Rapids of the Split Rock, which is distinctly visible from the deck of the steamer, a stranger will almost hold his breath. At one time we appeared to be running directly upon it, and it seemed certain that we should strike ; but skilful hands were at the helm, and in a moment more the danger was left behind.

Immediately after clearing these Rapids we passed the ancient village of Laprairie, on the southern shore of the river. This place is interesting from the fact that the first railway in British North America was constructed, in 1836, from here to St. John's. It was originally run by horses, then by steam, but has not been used since the construction of the line known as the Champlain and St. Lawrence Railway, now a portion of the Grand Trunk. A ferry plies three times daily from the village to Montreal. We now went under Victoria Bridge, and passed Long Wharf, which prior to the erection of the bridge was used as a railway wharf by the Grand Trunk Railway. We were then directly opposite the city of Montreal, the commercial metropolis and the most important centre in the Dominion, and destined, I believe, to rival in population and prosperity some of the overgrown cities of the Old World. In order to avoid the Rapids—the natural barriers in ascending the river to the great water communication between Montreal and the West—a series of magnificent canals have been constructed at the expense of the government, of ample dimensions to allow the largest steamers to ascend.

Montreal, the capital of the Dominion of Canada (or at least its most important town, called by the Canadians the "Commercial Metropolis"), is situated on the southern shore

of an island bearing the same name, and at the base of a beautiful eminence known as Mount Royal, from which both the city and island derive their names. Its population is 150,000. The island is about thirty miles in length by ten in breadth, and is formed by the river Ottawa, debouching into the St. Lawrence at its western and eastern extremities. It is famed for the fertility of its soil, and is frequently called the "Garden of Canada." The site of the city was first visited by Jacques Cartier in 1535, and he found a village of Indians near the foot of the mountain. He landed a short distance below the city, at a point still known by the name of the Indian village, Hochelaga; and when he reached the top of the mountain, to which he was guided by the Indian chief Domacona, he was so struck by the magnificent outlook, that he named it, in honour of his master, the Royal Mount. In 1779, when Canada was conquered by the British, Montreal had a population of 4000 souls, and the streets were narrow and houses low. Two or three of the streets still retain their primitive buildings and narrow paths, and remind one strongly of the quaint old Norman towns of Rouen and Caen. Growth has been exceedingly rapid; and the view, as seen on approach by steamboat, with Mount Royal and its pretty villas and tall spires as a background, is most imposing, and for beauty almost unrivalled. The river frontage extends nearly three miles from Victoria Bridge to the village of Hochelaga.

At the beginning of the present century vessels of more than 300 tons could not ascend to Montreal. The foreign trade was carried on by small brigs and barges, and the freight and passengers were landed upon a low muddy beach. In 1809 the first steam vessel, called the *Accommodation*, built by the Honourable John Molson, made a trip to Quebec. She had berths for about twenty passengers. Behold the advance that fifty years of industry, intelligence, enterprise, and labour have produced! Ocean steamers of over 5000 tons come right alongside the wharves and discharge. Montreal has good hotel

accommodation. I stayed at that most comfortable hotel—the St. Lawrence Hall—kept by Mr. Henry Hogan, an Irishman. I believe nearly all the servants are Irish also, and everything is beautifully clean, the cooking homely, and the food excellent; charges, 12s. per day. It is situated close to the Post-office, Bank of Montreal, and Canadian Pacific Railway Offices, all magnificent buildings, not to be surpassed in any country.

The Bank of Montreal is built of cut limestone in pure Corinthian style. On the slope of the mountain above Sherbrooke Street stands McGill College, while lower down, in University Street, is the Museum of the Natural History Society, where one can study the zoology and ornithology of Canada; and to a follower of Isaac Walton, the Curator will give at any time practical information respecting its fishing-grounds.

The English Episcopal Cathedral, in St. Catherine Street, is by far the most perfect specimen of Gothic architecture in Canada. The streets are studded with churches—Roman Catholic, Presbyterian, Wesleyan, and Episcopalian.

A new Roman Catholic Cathedral has just been completed, and was opened with great ceremony the day after I arrived here. It is very magnificent, built after the same design as St. Peter's at Rome, and is 333 feet long on the outside, and 295 feet inside; the transepts are 216 feet in width, and the dome, supported by four huge stone pillars each 28 feet square, is 256 feet in height. The building is to be heated by hot water, and the grounds around are to be ornamented with statues and fountains. Mr. Victor Bourgeau (the architect) made a special voyage to Europe for the purpose of studying old St. Peter's, of which the portico, dome, and interior are exact imitations.

Returning from the mountain, I visited the Grey Nunnery, founded in 1642. This fine edifice covers an immense area, and the chapel and wards are visited by thousands of people every year. The reservoirs on the mountain side are an

interesting sight. From these the city is supplied with pure water, which is taken from the St. Lawrence, about a mile and a half above the Lachine Rapids, where the elevation of the river surface is considerably above that of the harbour of Montreal. The wheel-house, at the termination of the aqueduct, is worthy of notice. The water is admitted to and discharged from this structure through a submerged archway under covered frost-proof passages, extending above and below the building. There are two iron wheels 20 feet in diameter and 20 feet broad, with enormous auxiliary steam-engines. The reservoir is excavated out of the solid rock, and is separated by a division wall into two parts. The depth is 25 feet, and the water surface over 90,000 square feet, and 206 feet above the harbour. The length is 623 feet, and the width 173 feet, and the capacity about 15,000,000 gallons. The whole waterworks cost about £400,000 sterling.

I cannot pass on without a few words about Stephenson's wonderful tubular bridge over the St. Lawrence. This bridge is a fine structure, and reflects great credit on the designer and builder. The tubes through which the trains pass rest upon twenty-four piers, and are about a mile and a quarter long. The piers are all at a distance of 242 feet, excepting the two centre ones, which are further apart, and upon these rests the centre tube, which is 60 feet above the summer level of the river.

The foundations of the masonry are twenty feet below the water, and the stones used averaged about $10\frac{1}{2}$ tons in weight. The whole masonry work is laid in hydraulic cement in the proportion of two parts sand to one part cement, the backing being in common mortar. The piers are calculated to resist a pressure of 70,000 tons. The total cost was £160,000 sterling. The bridge gives Montreal unbroken railway communication, the value of which cannot be estimated.

A very pleasant drive to Lachine interested me much; for from the road on the banks of the St. Lawrence I could see

the steamers descending the rapids. On a mountain at St. Hilary, a point on the river beyond the island of Montreal, and eighteen miles by train from the city, are the ruins of a chapel, the road up to which is marked by wooden crosses, having inscriptions referring to our Saviour's journey to Calvary. From the ruins, 1400 feet above the river, there is a splendid panoramic view of the country for sixty miles around. On a rock near the summit is the Iroquois Hotel, kept in first-class style by Campbell Brothers, and near by is a beautiful little lake, three miles in circumference, found in the hollow of the mountain, where fishing, boating, and bathing may be enjoyed to the heart's content.

Leaving Montreal and its attractions I travelled by Grand Trunk Railway about 105 miles to Compton, to visit the farm of the Hon. Walter Cochrane. Starting from the railway dépôt at 7.45 a.m. I crossed the Victoria Bridge, and for the first part of my journey travelled through a rather uninteresting country, but from Sherbrooke to Richmond the scenery was of the most charming description, scarcely to be surpassed, blending as it did bold hills and rivers, whose banks were clothed with trees down to the water's edge. In the distance we saw the towering Blue Mountains, looking very grim in the early morning light. In four hours Richmond was reached, a most charming little town or village, where travellers change for Quebec, and another half-hour brought us to Compton Station, where I was met by young Mr. Cochrane with a waggonette and fine pair of Canadian-bred horses, over 16 hands high. Twenty minutes' drive through the village of Compton, and over a good shaded road, brought us to Compton House. After partaking of a substantial lunch, in company with the owner and his family, a handsome cob of about 14 hands was placed at my disposal for the remainder of the day; and accompanied by young Mr. Cochrane I proceeded to inspect the pedigree and other cattle on the property. The estate extends over 1800 acres of fine land, mostly in

grass; for Mr. Cochrane is a great believer in stock-raising as the most profitable kind of farming. We visited the cattle that were preparing for show at the exhibitions about to be held at Toronto, and also at Montreal a few weeks later. There were lovely polled Anguses as black and sleek as one's shoes when fresh from the hands of the shoeblack; splendid red Herefords, with their white faces and level rumps; and also Shorthorns the very perfection of symmetry. I greatly admired them all, and could scarcely tell which breed carried off the palm, though young Mr. Cochrane seemed rather to favour the polled Angus, a famous Scotch breed, now in great request in the United States and Canada. Mr. Cochrane informed me that his father had received for the offspring of one imported Shorthorn cow no less a sum than 150,000 dollars. He sold two young bulls at Toronto State Fair two years following for 20,000 dollars each.

We next inspected the ordinary cattle on the farm, and I must say that a better lot I never saw in any country in one owner's hands. All of them were level, well-shaped, fine animals, and likely to fetch remunerative prices from breeders or butchers. However, very few of the Compton herd will go for sale to the latter, as this farm is entirely devoted to rearing improved stock of best pedigree breeds, selected in England with great care and judgment by Mr. Cochrane and his son, who frequently come over for that purpose. We then visited the horses and colts.

It may be important to notice that the Canadian farmers sell their live cattle and sheep by weight and not by guess, as we do in England. Every farmer of any means has on his estate a weighbridge conveniently situated, and those who cannot afford to purchase one, send their cattle and produce to the nearest town or village, where their goods are weighed for them. They also as much as possible bring themselves into communication with the consumer, and deal directly with him, instead of employing the middle-man as in this country.

Respecting the crops on the farm I may truly say that I have never seen finer in the old country. Forty bushels of wheat, forty bushels of barley, and fifty bushels of oats, are the averages for this season, if the yielding is equal to the straw. And as for mangels and swedes the crops were splendid, and the second cut of clover a sight to behold. I found on this farm, as is frequently the case in Canada, that the orchards, although laden with fruit, had been cropped with oats. Thirty bushels of oats and twelve hogsheads of cider per acre is not bad for one year. Canadian farmers say orchards bear better and heavier crops for being cultivated and manured, and the corn crop well repays for the labour.

After four most enjoyable hours on horseback I had some tea, and immediately after returned to Montreal, where I arrived at 10 p.m., having spent one of the pleasantest and most instructive days that I ever remember. I may mention that in addition to his valuable farm at Compton Mr. Cochrane has a large interest in the Cochrane ranche in Alberta, British Columbia, where the company have over 1000 cattle and a large number of horses.

Taking the Grand Trunk Railway from Richmond I proceeded to Quebec, and arriving at the city depôt went to the St. Louis Hotel, kept by the Russel Hotel Company. This hotel, situated in the principal thoroughfare of the city, St. Louis Street, is surrounded by the most fashionable promenades, and here a traveller will find himself so comfortable that he will be tempted to pay oft-repeated visits to this quaint old city.

Quebec, until recently the capital of United Canada, is built on the northern shore of the St. Lawrence, and was founded by Champlain in 1608, on the site of an Indian village. It is the second city in the province, has a population of nearly 70,000 inhabitants, and is the great seaport town of Canada. The people are mostly of French descent, and have preserved their original language, religion, and customs. The principal street in the lower town is St. Peter's, in which most of the

banks, insurance companies, and merchants' offices are situated. The fur trade of Quebec is very large, and has for many years employed many thousands of dollars of capital and hundreds of men. Cape Diamond, on which the citadel is situated, covers an area of forty acres, and is strongly fortified. Until the past few years there were five gates to the city.

The Esplanade is a beautiful piece of ground, situated between D'Auteuil Street and the ramparts.

The Roman Catholic Cathedral, which fronts upon the upper town, is very large and commodious, but with no architectural beauty. The interior is handsomely fitted up, and has several valuable paintings. The Cathedral will seat 4000 persons, and has a very fine organ.

There is an English Cathedral between Garden Street and St. Ann Street, and several English churches. The Cathedral is a handsome edifice, has a good organ, is neatly fitted within, and will seat between 3000 and 4000 persons. There are also several Wesleyan, Baptist, and Congregational chapels.

The Falls of Montmorenci, a few miles down the river from Quebec, are very interesting. They are situated in a beautiful nook of the river, and are higher than those of Niagara by more than 250 feet, but they are very narrow, having a width of only 50 feet.

In the winter the frozen spray from the Falls accumulates to such an extent as to form a beautiful cone of some 80 feet high. A smaller cone, called the Ladies' Cone, is also formed, and being less dangerous than the higher one, is much used by visitors for their favourite winter amusement of tobogganing. They carry toboggans—thin pieces of wood about 8 or 10 feet in length by 1 foot in width, turned up in front—to the summit, and placing themselves on these, slide to the bottom with immense velocity. Ladies and gentlemen both enter with equal zest into this rather dangerous amusement. It requires much skill to avoid being capsized, and sometimes people do find themselves at the bottom minus the toboggans. Visitors

generally drive to this spot in sleighs, taking their provisions with them, and upon the pure white cloth which Nature has spread they partake of their dainty repast, and enjoy a most agreeable picnic, not feeling the cold, as the exercise thoroughly warms and invigorates the system. The drive to the Falls is very beautiful, and the distance by road from Quebec is only eight miles.

About two miles above the Falls is a curious formation on the river bank about half a mile long, called the "Natural Steps"—a series of layers of limestone rock of perfectly regular formation, each about one foot in thickness, receding one above the other to the height of many feet. They are an object of great wonder and curiosity to strangers.

Leaving Quebec, I returned by steamer up the St. Lawrence to Montreal, preparatory to visiting Ottawa, the seat of Government. The best route is by train to Lachine, and thence by steamer up the river. By this route the beautiful scenery at the meeting of the St. Lawrence and Ottawa rivers can be seen to advantage. It was a lovely morning when I left the train and embarked on board the steamer; the sun, glancing along the majestic waters, tinged with golden light the tips of the wavelets as they rose one after another to greet his rays. A faint mist like a delicate veil spread over the river, yet it did not conceal the enchanting beauty of the scene, but added loveliness to that which it vainly strove to hide. It soon dissolved, and a light breeze springing up, carried it all away. On we went stemming the current, until in due time we reached St. Anne's, where are a succession of rapids, which the steamer avoided by going through a lock. Here are several islets, round which the Ottawa bubbles and struggles, while the pretty little village of St. Anne reposes in quiet beauty upon the bank. This village is considered the starting-point for the Ottawa river, and is moreover dedicated to the titular saint from whom the village takes its name.

Emerging from the canal, the vessel re-entered the Ottawa,

having left the St. Lawrence far astern; and after steaming about two miles, we came to the Lake of the Two Mountains, so called from two mountains on the northern side rising from four to five hundred feet. The lake is ten miles long and eight broad. The river here divides into four branches; one which we had just come up, another diverging to the north-east, a third called the "Dutchman's Channel," and a fourth passing Vandreuil around the Isle Parrot. There is also the Isle Jesus, and beside it Pigeon's Island, on which are the ruins of an Indian village. A few miles further on we arrived at a fine wharf named Oka, situated at the Indian village of the Two Mountains. This village is peopled by the remnants of two tribes—the Iroquois and the Algonquins. The highest peak of the mountain is called Calvary, and on certain fêtes of the church it is frequented by both whites and Indians.

Situated on one of the hills of Oka, and plainly visible from the steamer, is the monastery of La Trappe, which has recently been erected. The monks wear the peculiar dress of the order. They are agriculturists, and have purchased a large estate near Oka, which they are rapidly transforming into the garden-like scenery of old France. The rules of the order of La Trappe are very strict. Only male visitors are admitted to the monastery, and the monks are not allowed to converse even with one another. They rise at two a.m., and breakfast soon after in silence. They retire to rest after prayers at sunset. We stopped at the villages of Como and Hudson.

After leaving the Lake of the Two Mountains we went through about one mile of river half a mile in breadth, and then entered the Upper Lake of the Two Mountains, which is about nine miles wide. The river again contracting continued narrow to Carillon, and here the navigation was impeded by rapids. A railroad has been built between the two stretches of navigable water, and by means of it we arrived at Grenville, whence we proceeded by steamer to L'Original. Then

after a few pleasant hours' steaming we reached Ottawa, which was selected by her Majesty as the capital of the Dominion and the chief seat of the Government.

The Parliament Houses are built on a bluff called Barrack Hill, overlooking the river, and occupy three sides of a square. They contain two legislative halls—one for the Senate, the other for the House of Commons. Both are of the same size as the English Houses of Parliament, and are very handsomely decorated and nicely furnished. The buildings are designed in the Italian-Gothic style, are built of stone found in the neighbourhood, and reflect great credit on both architect and builder. The grounds in front are artistically laid out.

The city increases fast, and keeps pace with other Canadian towns. Its population is about 30,000, and its upper and lower parts are connected by two bridges. Ottawa possesses many very fine and imposing buildings besides the Houses of Parliament, and several comfortable hotels. The best is Russell House; accommodation excellent and charges fairly moderate. After staying here for a couple of nights, I started for the great North-West per Canadian-Pacific Railway.

Whether we regard the Canadian-Pacific Railway as a monument of engineering skill or as a pioneer in the march of civilization, we cannot fail to be impressed with the gigantic nature of the undertaking. It spans a continent, and, let us hope, is destined to become a great commercial highway. At present the eastern terminus of this gigantic railway is at the Dalhousie Square Station, Montreal, in the province of Quebec, and the western terminus at Port Moody, on the Pacific coast.

CHAPTER VIII.



BEFORE setting out on my westward tour I should like the reader to note some facts touching the Canadian-Pacific Transcontinental train, in which the travelling is to be done. The Canadian continent is at present crossed from Montreal to Port Moody in five days and fourteen hours, and this time will soon be reduced to four days and a half. Good time is kept. The vice-president, Mr. Van Horne, once made a bet that the train, after travelling five days, and going a distance of 2500 miles, would arrive at its destination less than three minutes behind time. He won the bet; for the train steamed into the station only fifteen seconds late, and that without the engine-driver or guards knowing that any wager had been laid. This train makes one of the longest railway journeys in the world (2900 miles), and the through sleeping-cars attached to it run the entire distance without change, which is a great comfort and convenience to the traveller. Every week-day a train starts from each end of the line, leaving the eastern terminus at Montreal at eight o'clock in the evening, and the western terminus at Port Moody at one o'clock in the afternoon; six trains travelling each way every week. The westward-bound train is called the "Pacific Express," and the eastward-bound the "Atlantic Express." These are at present, I believe, the only passenger trains that run on the main line. The westward or "Pacific Express" is made up of five coaches. At the head is the luggage, mail, and express car, which carries the paraphernalia of the long journey; the next is the colonist car, a third-class

carriage, with seats arranged so that they can be turned into a double tier of berths on each side for sleeping accommodation. Then comes the ordinary local travellers' coach, a sort of second-class, the through travellers being either in the colonist or sleeping-cars.

Following this is the dining coach, which is becoming quite an institution on American and Canadian railways, where long journeys have to be made. This coach travels with the train only between 7 a.m. and 9 p.m., when it is detached; and after being replenished with fresh provisions at some convenient station, is taken on again next morning by a return train, one coach moving backwards and forwards over about three hundred miles of line. The dining coach is constructed in the same style as the American passenger carriage, being about seventy feet long, and very broad and high. It has double plate-glass windows, to keep out the dust, etc., while the top is so fitted as to give thorough ventilation. On either side, arranged along the windows, are five tables, each about three feet square, and hanging near the windows are racks containing the castors. Broad and comfortable seats are provided for two persons to sit at each table, and thus twenty persons can dine at once. The traveller, while enjoying his food at leisure, can view the country as the train glides smoothly on at the rate of over twenty-five miles an hour. One end of the car is occupied by the wine closet, which is provided with a refrigerator to keep the wine cool; and at the other end are the kitchen and pantry, with a passage at the side to enable passengers to go from one end of the train to the other. The kitchen has a broad range, with hot-water apparatus, and lockers for the dishes and culinary utensils. Tanks overhead hold fresh water, and refrigerators contain the meat and other food supplies, which are put on fresh at every round trip. The meals are good, of excellent quality, well served, and at a uniform charge of three shillings. They can be had when asked for, but the regular hours are supposed to

be—Breakfast at eight, lunch at one, and dinner at seven.
I give the *menu* of the dinner on September 4th :

Saturday September 4th, 1886.

• •

M E N U .

—
SOUP.

Maigre.

FISH.

Lake Superior Trout Boiled, Hollandaise Sauce.

ENTRÉE.

French Meat Pie.

ROAST.

Sirloin of Beef, Worcestershire Gravy.

Spring Lamb, Mint Sauce.

VEGETABLES.

Steamed and Mashed Potatoes, Stewed Carrots, Cabbage.

ENTREMETS.

Baked Tapioca Pudding, Jersey Cream, Apple Pie, Lemon Pie.

DESSERT.

Apples, Antelope Melon, Honey in Comb.

—
Japan Tea, Black Tea, Java Coffee and Cream.

This was three shillings, and wine, spirits, and beer were charged at fairly moderate prices.

The steward, or, as he would be called in England, the conductor, carries on his travelling restaurant with a working staff of two cooks and two waiters, the dining-car conductor acting as butler of the establishment.

Following this dining-car comes the sleeping-coach, constructed with six sections on each side, with an aisle through

the middle dividing one side from the other. At night the seats form under-berths, whilst the upper-berths are pulled down from the side of the carriage. A leather curtain falling over both gives privacy to the sleepers. One coach accommodates twenty-six persons, and at either end toilet-rooms and bath-rooms, etc., are provided. At the rear of the train is a large open apartment, with a good outlook from the back, which the passengers can use as a smoking-room, and enjoy the view as they move along.

The conductors, guards, and waiters are most civil and obliging, and inform the passengers when they are about to pass the most attractive pieces of scenery, warning them when it is necessary to rise early to see them. The outfit of the sleeping-coaches is changed about half-way at Winnipeg, and clean supplied for the remaining half of the journey.

Starting from Ottawa, with the lights of the capital receding from view, next morning finds the train at Pembroke, an apparently rising place, with the best of water communication. The Ottawa river is here lost sight of for a time, but reappears some miles further on, at the picturesque little station of Mackey. The country between can scarcely be called interesting, having been apparently devastated by bush fires; in fact, all the way until Lake Superior is reached the prospect consists chiefly of tall charred poles of tamarack or spruce springing from a verdant carpet of second growth. At Eau Claire, 330 miles from Montreal, some pretty lakes form the first picturesque stretch of scenery, and a few miles further on the scene is again varied by settlements around Callender. Passing North Bay, where the dining-car is put on for breakfast, the railway skirts for some miles the northern shore of Lake Nepissing, and then again striking to the north-west, enters the valley of Vermilion river, which certainly deserves more than a passing notice. The tors and peaks, covered to the crest with lovely foliage, between which the river runs, remind one somewhat of the well-known Peak of Derbyshire; and

down below is the swiftly-flowing river, whose rapids and falls can be seen as we follow its course. A striking feature is the peculiar variety of vegetation, as if the forest had been laid out by human hands. For some time nothing appears on either side of the track but tamarack, which is suddenly changed, as if by the wand of the magician, to the tall white stems of the birch. These may continue for a mile, and in their turn give place to poplar, beech, and maple (called the "emblem tree" of Canada); and then the train will run for a mile between birch on one side and spruce on the other, the division being as distinctly marked as if it were the work of man. Soon after passing Cartier, the line follows for about sixteen miles the course of the Spanish river, of which charming glimpses are obtained; deep and dark from the overhanging foliage, and fringed with rushes, with occasional rapids and swift stretches. This must be an angler's paradise.

It may be well to mention that a traveller by the Canadian-Pacific can commit notes to paper with perfect ease and legibility while running at the rate of thirty miles an hour, so evenly-ballasted is the road.

There is certainly monotony on some portions of the line, particularly between the Bircotasing and Chapleau. Chapleau passed, however, to the south can be seen a beautiful chain of lakes, increasing in size until they terminate at Windermere—a very formidable rival in beauty to its famous namesake in England. The prospects to the angler are fine, but to the farmer none whatever.

Having passed the celebrated "Pic" trestle-bridge, a sudden bend brings us to the shore of Lake Superior. The magnificent scenery that bursts upon the traveller at every turn can never be adequately described. Lake Superior in its immensity lies stretched out some hundred feet below, and on the opposite shore a perpendicular wall of rock rises at least 200 feet. Scarcely has the eye time to take in the situation, when the train plunges into a tunnel in the granite rock, and emerging

from it at the rate of thirty-five miles an hour, sweeps over the ravine and round mere ledges of rock at great altitudes above the lake, and occasionally descending, rapidly skirts the shingly beach. It is an experience not easily forgotten to stand on the rear platform of the train while traversing this portion of the route. The numerous curves give one the feeling of riding on the tail of an immense snake, but with such smoothness as to dissipate all feeling of danger. Remarking to the guard that it was rather reckless to run at such a high speed, he smiled and said, "I guess we have never had no wreck yet." I was informed that the water of Lake Superior is so clear that the bottom can be seen at a depth of sixty feet.

After crossing the Nepigon river and passing the pretty little Hudson Bay Post, the lake is lost sight of for a while; but immense bluffs succeed each other, much resembling those near the Hudson, only on a larger scale. Hudson Bay Post is an important trading station, 928 miles from Montreal. We then crossed the Wolf Run and Big Sturgeon river, and the line bending in a south-westerly direction towards Thunder Bay, on the north-western side of the lake, we felt the brisk southerly wind coming over the great freshwater sea, rolling white-cap breakers in upon the shore. This great Lake Superior (the largest body of fresh water in the world—360 miles long, covering a space of 32,000 square miles, with a coast line of 1500 miles, and an average depth of 1000 feet, and with its surface 630 feet above the level of the ocean) can, upon small provocation, produce even worse storms than the Atlantic. Our next stopping-place was Port Arthur, one of the most beautifully-situated Canadian towns. Its stores and hotels would do credit to a place twice its size. Here at Fort William is the Canadian-Pacific's largest grain elevator, having a capacity of 1,350,000 bushels; and at Port Arthur is another of 400,000 bushels. The construction of a third elevator being contemplated is an evidence of the immense quantity of grain grown in the fields of Manitoba.

West of Port Arthur the soil appears to be very similar to that in the Nepissing district—tamarack, spruce, and poplar predominating.

On Sunday morning we reached Winnipeg, and the sound of church-going bells greeted our ears. Fashionably-attired citizens met our view, and the fine buildings, wide streets, etc., would shame many an older city; for what was Winnipeg twelve years ago? We hear of "roughing it" in Manitoba. I saw no instances where such a term was applicable. The city of Winnipeg is 1423 miles from Montreal, and just 430 from Port Arthur, and is built on the prairie at the confluence of the Red and Assiniboin rivers, about fifty miles south of Lake Winnipeg, and ninety miles north of the United States boundary. The main street is 132 feet wide, well paved with wood, and has broad side-walks, with good buildings on either side. Along this street the city extends for two miles, and in a few years the number of inhabitants has increased to 30,000. All the leading Canadian banks have branches here, with imposing offices, and there are many stores and other handsome buildings. The suburbs, particularly along the beautiful shores of the Assiniboin, have attractive villas, where the wealthier citizens reside. At the rate new building is going on, and the older wooden buildings being replaced by white brick or stone (both plentifully produced in the neighbourhood), Winnipeg should in a few years become one of the most attractive of Canadian cities.

Everybody is busy and anxious to make money, and fabulous fortunes were made here by the great advance in the prices of lands during the recent "Boom" which followed the advent of the Canadian-Pacific Railway. The numerous and handsome shops show that trade is brisk; for they are filled with varied assortments of the newest goods from Paris and London. There is a good club, called the "Manitoban," modelled after the best London standard, supplying a capital dinner, with two joints and vegetables, for half-a-crown.

Some of the retail prices of Winnipeg may be of interest : Good cuts of beef, 6d. per lb.; second, 3d. to 4d.; mutton, 8d.; pork, 5d.; ham, 6d. to 7½d.; butter, 6d. to 7½d.; eggs, 6d. to 7d. a dozen; fish about 2½d. per lb.; potatoes, 1s. 6d. per bushel; oats, 7½d. per bushel; wheat, 3s.; flour, 8s. to 10s. per cwt.; good milch cows, £6 to £9; oxen, £18 to £22 per yoke; hay, 20s. to 30s. per ton; and straw, from 4s. to 6s. per ton; new milk, 4d. per quart.

The country around Winnipeg is a level prairie, treeless, except about the river bank, and is used mainly for grazing purposes. The dead level land reaches as far as the eye can see, and is unbroken, excepting for the deep gorges made by the rivers. Twelve miles north of the city is Stony Mountain, formed by a long ridge of rock, stretching across the country, with an elevation of from sixty to eighty feet. From this mountain is obtained a beautiful cream-coloured building stone.

Upon the top of the ridge is located the Manitoban Penitentiary, where from 100 to 150 convicts are confined. I am informed that all nationalities are represented, but that Indians and half-breeds rather predominate. The Indian "Big Bear" is one of the prisoners, a sedate-looking old gentleman, who attends to some real bears that are kept in a pit in the garden, and these animals are so fond of him that he freely goes into the den with them. The head warden of the prison has a herd of buffaloes, about sixty in number, wandering over a space of some six square miles near the prison. They are said to be about the only herd in the country, as the race is almost extinct. The Indians made war against them some few years ago, and are supposed to have caught and killed as many as 1000 head in a single day.

In the Winnipeg region the snowfall averages eighteen inches, being less than in Eastern Canada. It generally disappears in early spring, and, strictly speaking, the Manitobans have only four months of real snowy winter; and I learnt that during that time, though the air is keen, it is so dry,

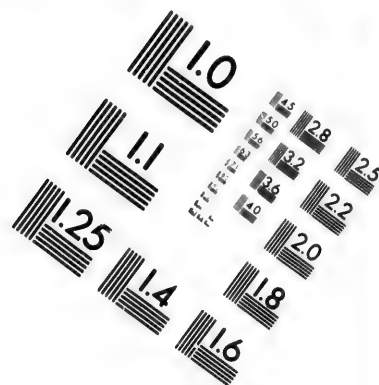
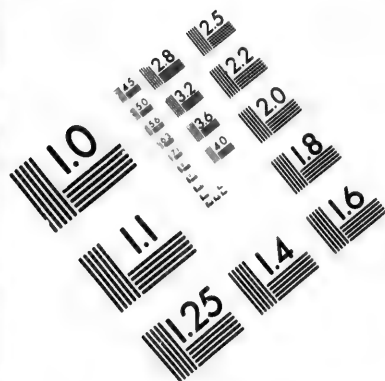
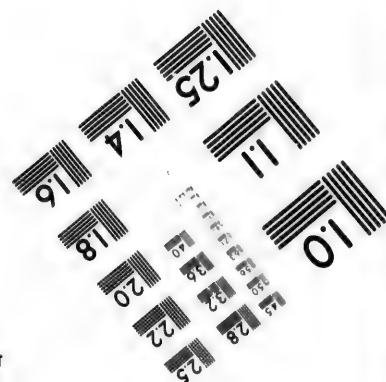
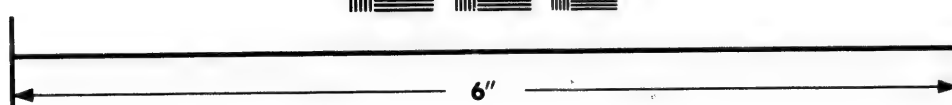
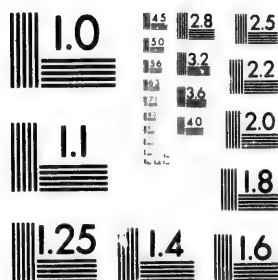


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and the skies so clear, that people do not suffer from cold more than in the North of England or Scotland.

It is the fate of all new countries to be traduced, either through ignorance or malice, and often by both; indeed, judging from the past history of the world, this seems to be the natural order of things. Every new country in turn has been either too hot or too cold, all sand or all swamp, when first discovered; yet when actual settlement has been made, the new land has been found to very much resemble the old. But, of course, whilst the new settlers in new countries have been discovering all this, the people in the old have still remained in a state of blissful ignorance, satisfied with the tales of the first discoverers. So it was when the Anglo-Saxons first sent their ships across the seas to all parts of the world, dropping settlers here and there on many an unknown shore. They caught the traducing fever, and the thought of being exiled to that "horrid country, America," was dreadful to the mind of the average Briton. Happily there were and are many Britons above the average; men who, undismayed by timorous and mendacious travellers, have sought this new land, and found it so great, so wonderful, and so productive, that in less time than it took a village in England to become an incorporated town, they founded one of the mightiest empires in the world.

In Canada too this phase of history has merely repeated itself; for when the emigrant first landed on the shores of Nova Scotia, he was informed that Quebec was a rough kind of a place to settle in, and nothing to compare with Nova Scotia. And as the Quebec province filled up, and the tide of migration rolled westward, Ontario province was vilified in turn and labelled the "land of eternal snow," where nothing could be raised but potatoes. Then came the turn of Manitoba, and she received even a worse character than any one of the other provinces, many going out of their way to prove that the North-West was nothing but a vast unproductive, waterless

desert, a "land of eternal snow" and something more, where farming would be impossible, and into which only the daring fur-trader might penetrate. One by one the old slanders respecting this province have been refuted, and now it stands in the proud position of being the greatest wheat-producing country in the world, with agricultural capabilities second to none, with excellent and ever-increasing means of transportation, with rapidly-growing towns and cities almost innumerable, and with fertile plains dotted over with homesteads, the rich productive soil yielding glorious harvests of golden grain to fill hungry mouths in the overcrowded countries of Europe. Gradually but surely these illusions respecting the North-West are being dispelled, and the people of the Old Country are beginning to learn that the Manitobans do not wander about from year's end to year's end clad in furs, with a chunk of pemmican in each pocket, but are very much like themselves in manners and customs—that, in fact, they have established in their Western home the social conditions they left behind. In course of time they will learn that the conditions of public and social life are as strictly observed in Winnipeg as in any city of the Dominion; that social pleasures and pastimes are also to be found there; in short, that life in Manitoba and in Winnipeg is not tantamount to being exiled, but that in going there the emigrant or traveller will find the home-circle as bright and cheerful, and the public and social amenities as strictly observed, as at home in England. Twenty years ago, indeed, Winnipeg's social and sporting life was in a somewhat primitive condition, which is not to be wondered at when we know that the white population was exceedingly scanty, and consisted for the most part of employés and ex-employés of the Hudson Bay Company. No organised movement in the way of founding clubs was made until the arrival of the Red River Expedition in 1870; and from that time dates the growth of nearly all the local, social, and sporting institutions. The progress made may be judged by the establishment of a large

number of clubs of various kinds, including Snow-shoe, Cricket, Baseball, Lacrosse, Football, Curling, Lawn-tennis, Tobogganing, and Boxing Clubs, as well as Racing, Bicycle, Gun, and other Associations. In the way of amusements, there is an ample supply, amongst them being the Princess Opera House, Victoria Hall, Trinity Hall, the Royal Ice Rink, Grand Roller Rink, Victoria Gardens, and the Grand Race Park of eighty acres, with a splendid race track of exactly one mile in circumference. In the summer meeting, July 1st, 2nd, and 3rd, 1886, 3500 dollars were offered for competition, and drew sixty entries; whilst at the fall meeting, held at the end of September, a 5000 dollar prize list was offered, and drew together over seventy good horses, a larger number than on any previous year. The future prospects of the Winnipeg Turf Club are therefore promising, and the gentlemanly conduct of the committee adds much to its popularity. It is a matter for congratulation that the lower class of amusements, such as variety theatres, dancing-halls, &c., are conspicuous by their entire absence, although efforts have been made at various times to introduce them. It is probably owing to the absence of these vicious and vitiating institutions that the Manitobans find their legitimate organizations so numerous and active. My readers may gather from this brief account how the Winnipegans live and amuse themselves.

This vast prairie province of Manitoba is destined to make the fortune of Canada, and rule the future wheat markets of the world, as the pasture province of Alberta may some day rule the cattle and horse markets. It is calculated that this immense level prairie, stretching from Winnipeg to the Rocky Mountains, with its millions of acres of land, has space sufficient and fertility enough to support 20,000,000 people.

Resuming our journey westward from Winnipeg, after travelling over fifty-six miles of monotonous prairie, we came to the town of Portage la Prairie, with its 2000 inhabitants. The country for some distance around is good farming land.

The farmers live in substantial houses, and have extensive reed-thatched barns and cattle-sheds. The whole country seems to be under cultivation, and a system of rotation of crops is followed. The land is being fenced, and has the appearance of an old settlement. There is an Indian Sioux village near by. Large elevators have been erected for the storage of grain awaiting sale; and a brewery also flourishes, which sells its beer faster than it can produce it, showing (as the people there say) the progress of the inhabitants.

I have a friend who owns a farm here, and he informed me that his wheat crop this past year averaged 40 bushels to the acre on 200 acres, and weighed from 62 to 65 lbs. per bushel. The wheat grown was No. 1 hard, which yields the best flour known. The price at present delivered on the elevators is 3s. 2½d. per bushel. The cost of production my friend estimated at from 20s. to 25s. per acre, including rent and wear and tear of implements (a large item in new farms). Under these circumstances we may come to the conclusion that farming in Portage la Prairie district will pay. Good land is sold at from £2 to £6 per acre. Portage la Prairie is destined some day to become a very important place, as it is here the Manitoban and North-Western Railway starts for the rising little town of Gladstone, at present consisting of less than a hundred houses, and north-westerly towards Prince Albert, its future destination. At the close of 1886 one hundred and eighty miles of this railway were completed.

Travelling still on the Canadian-Pacific Railway main line, after a journey of one hundred miles, and passing many stations, we came to "Indian Head" Station, the headquarters of the Great Bell Corn Farm of the Qu'Appelle Farming Company. This immense farm covers an area of 54,000 acres, and was established in 1882. In 1883 4000 acres were sown with wheat. This season the produce promises 25 bushels to the acre. I am sorry to say I had not time to inspect it, but I understand that next year Major Bell (the able manager)

intends to have 10,000 acres under cultivation. The plan followed is to crop with wheat or oats; then summer fallow and sow again with corn. The land intended for wheat in spring is all ploughed before the end of September, to be ready for early seeding in the April following. The ploughing is done by sulky ploughs, with three horses abreast, turning two or three furrows at a time. Two hundred horses, 250 cattle, and 1000 hogs are kept on the estate; and the outfit of agricultural implements includes about 40 self-binding reapers, 70 sulky ploughs, 6 mowers, 40 seed-drills, and 80 to 100 harrows, also 7 complete thrashing-machines. The soil is a dark-coloured clay loam of great depth, and a three-horse team with a sulky plough working on a fair furrow can turn from 2 to $2\frac{1}{2}$ acres per day, at a cost of 8s. per acre. The seed is sown broadcast, at the end of March or beginning of April, at the rate of $2\frac{1}{2}$ bushels per acre, and this is followed by two or three harrowings. Harvest is generally over by the middle of August.

The forty self-binding reapers will cut about 800 acres per day, and the sheaves as they come from the self-binders are left in the field for a day or two, and then carried to the thrashing-machine, so that the wheat is not stacked. The grain is delivered from the thrashing-machines into large wooden granaries erected in the fields, whence in winter it is sleighed across the snow to the corn elevators adjacent to the Canadian-Pacific Railway. In summer 135 men are employed, and in winter half that number. The summer labourers are paid £6 5s. per month, and all found. The resident labourers get a cottage and one acre of land free. The farm is worked in five divisions, and Major Bell can telephone his instructions to each division from his residence. The hours of work are from 7 a.m. to 6 p.m. (except in harvest), with meal-times out.

The farm also grows about 560 acres of oats, which yield from 50 to 60 bushels per acre, and likewise flax, and a large

quantity of hay. From 1000 to 1500 tons are cut every year. To obtain this hay it is only necessary to mow the prairie, the natural grass of which produces splendid sweet and nutritious fodder. The average yield of wheat is 25 bushels to the acre, and the manager thinks he can grow it and place it on the wharves at Liverpool at 30s. per quarter, and then pay 8 per cent. dividend on the capital invested.

Three stations further on, Regina, the headquarters of the mounted police, is reached, 1779 miles west of Montreal. This town contains about 1000 inhabitants. The very few streets are broad, with wooden sidewalks, and ox-carts slowly meandering through them, varied by the mounted policeman in his trim red tunic and long boots, or some highly-painted Indian clad in a showy blanket, who proudly rides into town on his pony, with his squaw, or wife, trudging after him through the sticky black mud or blinding dust. This North-West capital, as it is called, is best known as the place of trial and execution, in 1885, of Louis Riel, whose grave is in St. Boniface churchyard, at Winnipeg. Out on the prairie, near Regina, lives his hangman, now employed in carting supplies for the post. In the first rebellion of 1870 this man was imprisoned by Riel, and in the second rebellion the tables were turned, and the then prisoner hung his late keeper.

We now come to the great cattle-ranching country of Alberta. Let me first endeavour to describe the most important man connected with cattle and horse-ranching—"the cowboy." He mostly comes from Texas, Montana, or Dakota, and brings his American manners and methods with him. The lasso and lariat, the broad-brimmed "cowboy" hat, the leather breeches, rifle, and imposing cartridge-belt make up the equipment of this reckless and extravagant fellow. "Cowboy" dialect rules supreme, and the American national game of "Draw Poker" flourishes. Horses and cattle are general subjects of conversation; and the "boy" who can ride the fastest, throw the lasso best, and shoot at full gallop a sus-

pended black bottle, is the popular hero, whose achievements are of more moment than either Dominion politics or passing events. The "cowboy" is generally kind and hospitable, and sometimes quite gentlemanly in his manners. He lives in a log cabin, with crevices plastered to keep out the wind. Big stoves are provided for cooking and warmth in winter, and one "boy" usually presides over the cooking-department. The "boys" generally sleep on the ground, performing their toilet out of doors. They live reasonably well, on canned meat, vegetables, and sweets, with tea and coffee for drink, sometimes with milk, but frequently without, for the cows are mostly too wild to be milked. Some of these "cowboys" are clean and tidy, and are fine, hardy, healthy-looking fellows, whilst others are like a certain Dick Paul, of whom it is written—

"There was a cowboy, one Dick Paul,
He built his shanty 'longside of a wall ;
He was so afraid
Of being drowned, that 'tis said
He never touched water at all."

A cowboy's outfit comprises a Californian saddle, with fittings complete, a rifle on the saddle, pistols, a pair of leather leggings, a pair of Mexican spurs, a good warm overcoat, and a cowboy hat, or soft "*sombrero*," as it is sometimes called. No doubt in these western wilds

"'Tis pleasant to track the roving herd
On a long bright summer's day,
To camp at night by the lonely creek,
Where dies the golden ray."

Having described to my readers the cowboy, I will now proceed briefly to explain that the great cattle-ranching country is situated in the south-western portion of the province of Alberta, with its many rivers and valleys on the slopes of the Rockies. The grass is greener and the water purer than on the level prairies eastward ; and these hills and valleys for

many miles are depastured by large herds of cattle and horses. The Powder River Cattle Company have over 5000 head, and the Cochrane Rancho 1000 head, and several large herds have come to Alberta district from Montana and Dakota. The management of these ranches is generally in the hands of Englishmen, Scotchmen, or Canadians from Ontario; but the foremen, herders, and cowboys are mostly from the States. The Dominion Government and Canadian-Pacific Railway Company's policy in leasing lands for cattle-ranches is most liberal. As many as 100,000 acres may be included in a single lease at one penny per acre per annum, the term running for twenty-one years. The lessee in three years is to place upon the land one head of cattle, or one horse, for every ten acres, and maintain that proportion throughout the term.

Sheep are not allowed to graze in this cattle-ranching district of Alberta, but all land eastward towards and as far as Regina is set aside for sheep-raising, after which the great wheat-growing district begins and continues eastward to Winnipeg. The cattle-ranching district of Alberta, south of Calgary, contains about 4,000,000 acres of lands adapted for cattle and horse ranges.

It is of course most difficult to get anything like an accurate statement of the number of cattle and horses in this wild and extensive region, but it is supposed to contain some 100,000 head of cattle, and 20,000 horses. All animals are branded, so that owners can pick them out at the spring and autumn "round-ups."

The Canadian ranchers have been most fortunate so far in having no outbreak amongst their herds of contagious diseases. This immunity is a precious boon which they will do well to guard most jealously. In this rolling country beyond Calgary, and in the foot-hills of the Rocky Mountains, where pastoral farming will probably constitute the main industry, much ground shelter is available for live stock; and as to the

prospects of the "Great North-West," it is only the poet who can say—

"For I dipt into the future, far as human eye could see,
Saw the vision of the world, and all the wonder that would be."

But if its development in the near future may be at all gauged by its progress in the immediate past, then will its growth be rapid indeed. Men who cannot find employment or gain a livelihood in Great Britain, who go out there determined to work, will, as years roll on, find themselves in a much better position than they can hope to secure in the old country; when the time comes for them to enjoy a well-earned rest, they will have obtained the means to enable them to do so; and the children who are born and bred in the happy prairie homes of the "North-West" will see around them on every side the triumphs of man's industry, and being reared in a bracing atmosphere will be healthy and vigorous,

"Iron-jointed, supple-sinew'd, they shall live, and they shall run."

True "prairie flowers," they will grow into men and women possessed of a physique which could never have been acquired in more enervating climes.

The greater or less value of land on the prairie is to some extent proved by the character of the plants that will grow wild upon it. Nearly the whole of the vegetable growth may be regarded as mere herbage, and much of the peculiar appearance of the prairie is undoubtedly due to its treeless character. But this absence of trees is not without its advantage to settlers; for the enormous labour involved in clearing land of timber, which the pioneers in the more eastern parts of Canada have to face, is unknown on the prairie. Indeed, the chief inducement that the prairie offers to the settler is the speedy return he gets for even his earliest labours.

Of the true grasses there are but few species similar to those found in England, and of those few it is somewhat strange

that one of the best is practically the same as one which has earned a very unenviable reputation at home; namely, "couch grass." Wherever there is marshy ground this plant grows in abundance, and makes good fodder. The special character which makes "couch grass" so objectionable to farmers here in their arable land, the possession of long underground stems, is absent in the "couch grass" of the prairie, which has no underground stem.

Another British grass found here is our common meadow grass, which is there called "red-top" or "June grass." Our fine bent grass also grows on the prairie, and is also called "red-top." These two kinds of "red-top" are chiefly found in the eastern prairies.

There is a grass called "bearded wheat," or "dog wheat." This closely approaches "couch grass" in character. There is also a grass possessing a delightful lavender-like odour, used by the Indians in making mats, which retain their fragrance for a long period.

The common cultivated grasses of Britain, such as "cocksfoot," "foxtail," "timothy," and "fescue," are unknown on the prairie, though probably they will be speedily introduced.

It is a fact, too, one cannot help noticing, that the "sedges," all of which are regarded as worthless at home, and generally indicate poor and undrained land, contribute no inconsiderable part to the nutritive herbage of the prairie. In some districts the hay consists almost wholly of "sedges." The summer food of horses which are grazing is that grass which grows on the marsh lands. This "sedge" dies down with the first appearance of frost in winter; then the horses go to the higher lands, and feed on the grass there.

Two other valuable grasses which deserve mention are the "blue joint grass," allied to the small "reed grass" of Britain, and a tall handsome species found abundantly in the salt marsh. Among the prairie plants worthy of notice I may class a low shrub with a very strong odour, very similar to

our wormwood and the "prairie clover," which is not a true clover, only called so. All these are fed upon by animals when grazing.

In the fall of the year horses eat the hip of the "prairie rose," a beautiful dwarf plant, with flowers very much like those of our dogrose, but with a ruddier colour. The prairie chicken is also very partial to these rose hips, as well as to the fruit of a plant allied to the "sea buckthorn" of Britain. In June and July the prairie presents a brilliant spectacle, for then most of the plants are in bloom, and near the homesteads large areas are cut and made into prairie hay for winter feeding.

Nor is the prairie barren of luscious fruits, for wild strawberries and raspberries grow in many localities, and besides attaining a good size, possess a fine flavour, thrive well, and make excellent jam.

The nutritive value of the prairie herbage is proved by its having sustained vast herds of buffaloes, which for ages have made the prairie their home. Still cultivated grasses would probably be the right thing to introduce there. The more "mixed farming" extends on the prairies the more interesting will settlers find it.

The want of timber or of fuel is not felt, for vast forests are at different spots touched by the railway. Moreover, it is certain that extensive coal-bearing regions exist in many accessible points in the North-West. In the Saskatchewan Valley, near Medicine Hat (a station on the Canadian-Pacific Railway), coal is obtainable by open workings, and crops up on the surface; and branch lines of railway diverging from the main line are being made to these coalpits, so that in a short time the region will not only be able to supply coal for home consumption at a very moderate cost, but be in a position to export large quantities to all parts of Canada, now largely supplied from Pennsylvania, in the United States.

CHAPTER IX.

GENERAL AND CONCLUDING REMARKS.



CANADA is of such vast extent that mere figures scarcely convey to the mind an adequate idea of its enormous size. It is one-third larger than the whole of Europe. Southward it extends as far as the latitude of Constantinople, while its northern boundary is lost amid the ice-bound regions of the Arctic seas. From east to west—from the Atlantic to the Pacific coast line—it stretches a far greater distance than that which lies between Britain and Canada across the ocean. It is a land of large lakes and mighty rivers, of grass-covered plains and dense forests, of rich mineral wealth and splendid agricultural capabilities.

The area of agricultural and timbered lands in Canada is estimated at 2,000,000 square miles, and this represents more than half the entire surface.

But from the return of the last census, in 1881, it appears that only a little more than 70,000 square miles were then actually occupied, of which not more than one-half was improved; that is, covered by crops, pastures, gardens, and orchards. Hence of the 2,000,000 square miles estimated to be capable of yielding their produce to the industry of the farmer or forester, it is safe to say that upwards of 1,800,000 square miles still represent virgin soil. Of this again no less than 1,000,000 square miles are regarded as suitable for the cultivation of wheat.

To give some idea of what is meant by 1,000,000 square

miles, I may state that this represents an area more than eight times the size of England, Wales, Scotland, and Ireland put together. In the British Isles, however, there are nearly 40,000,000 people, whereas in Canada there are less than 5,000,000; in other words, the population of Canada is much the same as that of London. Canada then has room for some of the population which Britain can so well spare. It is in need of a frugal, industrious people, who will till its vast unoccupied lands and gather in the fruits which it yields. Idlers and drunkards must not go there, because the country is in need only of thrifty workers. Those too who wish to get rich without labour had better seek some other field for emigration. But the sober, industrious man is wanted there, and will prosper. The man of capital is wanted there, and may do well. And the strong and healthy have no need to fear the climate.

The question most naturally asked in connection with the North-West is, What advantage or inducement does it offer to settlers?

One of the greatest inducements is that grants of land within convenient distance of the railway may be obtained free from the Government, or at very cheap rates from the Canadian-Pacific Railway. These may be selected from the richest prairie land, at the choice of the settler.

No clearance of timber is required. There is no severe labour with the axe, nor any occasion to wait for years in order that tree stumps may rot, to facilitate their removal. The prairie sod can be laid under a plough for the first time and a crop harvested, all within the space of the first twelve months.

After travelling some time in the North-West, I have come to the conclusion that it will be settled up from Winnipeg westward, and from Calgary eastward, round the principal towns and settlements on the way out. One portion which

I considered very attractive for immediate settlement is that lying between the Cypress Hills and the Canadian-Pacific Railway. It is well watered and timbered on the hills, and is a very beautiful section. The soil also appears very rich. Judging intending settlers by myself, I do not think that the immense plains which I crossed will be taken up till the more favourable places are occupied, although the land is all good and fit for farming purposes.

On looking at the position of this territory one can see how favoured the district of Alberta is, with its thirty millions of acres of the best soil and its beautiful scenery. The high lands look just like mountains with their tops cut off. One never loses sight of the Rockies in the distance, and these mountains are heavily timbered. This splendid district has hundreds of lakes, and a great number of small streams traverse it in every direction. With Calgary for its great centre on the Canadian-Pacific, it will have a market for all its produce, either in the east, or in the future mining and lumbering centres of British Columbia and the Pacific seaboard.

Nothing in connection with the North-West is perhaps more misapprehended at home than the nature of its climate. Old notions, and particularly wrong ones, remain very firmly fixed in the mind, and the idea which, up to fifteen or twenty years ago, was very prevalent in England, that the North-West of Canada was a dreary, desolate region, only suitable as a habitation for arctic animals, still lingers in the minds of many people, not only in Devonshire, but in all parts of England. It is perfectly true that in the region I speak of it is hotter in summer and colder in winter than here; but we must bear in mind that the air of Manitoba and the North-West is usually much drier than that of the British Isles. Looking at the matter from a physical point of view, then, it is easy to understand how the dwellers in the North-West can endure a winter temperature which in our own moist climate

would be intolerable. The dryness of the atmosphere is their protection.

Moreover, the frost which locks up the land for months in winter is really a serviceable friend to the prairie farms. The moisture which permeates the soil expands in the act of freezing, and this causes a very slight separation amongst the particles of ploughed earth, so that when the thaw comes they fall apart in a desirable state for tillage, which it is almost impossible to bring about by any agricultural implement. Frost is a good servant to farmers, and one that works without pay. At home a winter without frost is regarded by tillers of arable land, especially of heavy clay soils, as a misfortune. They know well that it means much extra work on their fallow lands for both men and horses, and that with all their pains they cannot produce anything like the result frost will bring about.

Thus the climate of the prairie is much more genial than is generally supposed, and excellently adapted for farming purposes. To persons in good health, moreover, it is most enjoyable. At the same time I should not advise weak or delicate people to go there, as they might find it too bracing.

Speaking of the climate of Canada generally, I may add that in summer the heat is considerable, but not oppressive, for the fresh clear air dissipates all feeling of weariness, and the temperature on the highlands and lakes is always agreeable. The winter, though longer and more severe than in England, is not so trying, as the following testimonies, given me by residents in Canada, will show. A Scotch lady on board the steamer said she would defy anyone to find a more delightful winter climate than she had experienced fifty miles from Winnipeg. A gentleman who, with his wife, had recently passed a Christmas in England, said he had then suffered more from the raw damp fogs of London than from the severest cold in Canada. And another Englishman, resident six years in Canada, said that the damp cold of the English climate is more penetrating

than the frosty cold of Canada, where bright skies and dry exhilarating air invigorate the system and make one positively enjoy the winter.

It is to be hoped that the Colonial Exhibition has done something towards correcting the false impression that exists about the Canadian climate; and that her fruitfulness and productiveness will become better known. Those seeking health or rest can make no more beneficial and enjoyable trip than across the Atlantic in summer weather in a beautiful steamer; and then, by the luxurious cars of the Canadian-Pacific Railway, through a country unsurpassed for extent and magnificence of scenery, and inhabited by a hospitable English-speaking race.

As to personal health in the Canadian settlements, it is a well-known fact that the Canadian-born sons and daughters of European parents are taller and more robust than their progenitors; and this is seen also in the comparative stature and strength of children from the same parents, some of whom are born in Europe and some in Canada. The cause is doubtless to be found in the superior nutritive qualities of the food grown from rich virgin soil. Even cattle are reported to fatten more rapidly on prairie grass than upon that of the best-cultivated meadow land. It is not unreasonable also to expect greater fecundity. Both parents and children are stronger, and the little ones have less need of the doctor in the most trying period of their lives. This applies likewise to the stock. It is more especially noted in the rich alluvial lands of the North-West, and may perhaps be looked upon as a provision of nature, to promote the peopling of a country naturally fitted to support a large and industrious population.

The incident about to be related is said to have happened in the vicinity of a village "out West." But "to make a long story short," we shall let the mother tell her experience in her own words, merely remarking that such fecundity is almost unparalleled.

"I was married at sixteen years of age, and John bought a prairie farm, with a little woodland at one end; and having built a comfortable little house, we set up housekeeping, with great hopes for prosperity. John had been so used to plough among stumps and rocks in Argenteuil county, that he found breaking up prairie land an easy kind of work. Our house was not large, but as we did not expect a family all at once, it made but little difference. Before a year was over I was brought to bed with triplets, and three lovelier babies couldn't be found in the whole country. We were proud of them, and thought we'd get along. Two years after I became the mother of twins. I could see that John felt a little blue over this. But he would have his little joke, would John. 'Well, Mary,' said he, 'you're not doing any worse anyhow!' Fifteen months after that I bore one child only—a dear little boy. Then we had a glorious family jollification. John for the first time in his life got a little bit the worse. 'Ah, Sis,' said he, 'we've got down to a proper economical basis at last.'

"To think that before I was twenty-one years old I should be the mother of six children made me feel very queer, but still I thought I could rear them, although many women at double my age had no larger families than mine; and they throve wonderfully well on the milk of our prairie-fed cows. Two years passed by, and I again became a mother. This time, to our astonishment, it was twins again. Poor John felt very much down in the mouth, but it was more in sorrow than in anger. Says he, 'Mary, this is awful!' These two were a lovely boy and girl, and their cute little ways inspired us with fresh hope in our new world. I opened a little shop in the village growing up around us. John worked the farm heartily, and everything went on smoothly for about a year and a half, when I was again brought to bed of twins.

"This broke John all up, and he went on a spree for three weeks. 'Old woman,' said he, 'I can't support the whole country!' Well, I soothed and sobered him, and he got to

working again. During the next ten years I had but six children, single births only. John and I began to feel very much encouraged. 'Ah, Sis,' says he, 'we won't have much of a family after all.' Three years then passed away without any addition; but in my thirty-eighth year I presented my amazed husband with another pair of twins. 'Mother,' says he, 'this is astonishing!' But the older children were working, and we put the best face we could on the matter. Two years after, and when I was in my fortieth year, to our unbounded surprise, I bore another set of triplets. This, I think, killed poor John. Yes, sir, he's dead; dead ten years ago this coming June. 'Mother,' says he, 'I think I've lived long enough.'"

This remarkable woman is fifty years of age, hale, hearty, and well-preserved. Her parents came from Scotland, marrying and settling in Canada in early life. Her husband was of Irish descent. His parents also emigrated to Canada when quite young, and neither family had more than the ordinary number of children, and neither twins nor triplets.

"Yes," said the good lady, "we did after a while have trouble to find the right kind of names for the babies. First it was easy enough, but after we had used up all our family names we were bothered a good bit. I used to have the neighbours ~~came~~ in, and have a good time thinking of names. But one day John got an almanac, which had in it a long list of boys' and girls' names, and then we were all right. Of my children eleven were boys and ten were girls. All are living but one, who was run over by a runaway team when she was three years old and killed. You see I had so many little things running around at a time that it was hard for me to look after them all. All the rest of my family are hearty and well, and ten of my boys and nearly all my girls being married, will be on good Manitoban farms of their own, I hope, before I die."

A few words may be acceptable about the Mounted Police

of the prairie. Really these *police*, as they are called, are a corps of horse-soldiers, and it is their duty to enforce the law and see that peace is preserved, over a district stretching from the Manitoban boundary 750 miles westward, and from the United States boundary 250 miles northward. They wear a bright military uniform, are well mounted on excellent horses, and each carries a carbine, sword, revolver, and cartridge-belt. The officers and men together number less than a thousand, and yet under their care the North-West is absolutely safe, the Indians being particularly impressed by the power wielded by those guardians of the peace of the prairie.

All enlistments are made at Fort Osborne, Winnipeg, and applicants must be between twenty-two and forty years of age, active, able-bodied men of sound constitution, and must produce certificates of good character. Each man must agree to serve five years, and there is no chance of buying out. Members of the force are supplied with free rations and free kit, and are boarded and lodged in the police barracks. The rate of pay varies from 50 cents a day (14s. a week), in the first year, to 70 cents a day (£1 0s. 5d. a week), in the fifth year.

The duties of the North-West Mounted Police are often associated with danger and fatigue, which tax the physical strength severely; but there is a charm about the life which is very fascinating to a strong healthy man; and some of my younger readers who think of settling down in these regions might like such a five years' introduction before pitching their tents. A man cannot help getting an excellent knowledge of the country during a term of service in the force; but none of its members are permitted to combine the callings of policeman and farmer.

During the last six months of their service they are allowed, upon the Commissioners' recommendation, to make application for a homestead, and everything possible is done to further their interests in that direction, provided their duties have been satisfactorily performed.

The head-quarters are at Regina Barracks. Other centres are at Fort Walsh, Fort Macleod, Calgary, and elsewhere. As the introduction of alcoholic liquors into the North-West is contrary to law, the policemen are charged with the enforcement of this regulation. The Governor has power to grant special permits, allowing certain spirits, wine, and beer to be used in special cases only, as in the dining-cars of the Canadian-Pacific Railway for travellers. The Indians give them a good deal of trouble, too, on account of the almost uncontrollable propensity they have for stealing horses. These thieves are generally captured and punished, but often not until the police have had a long and severe ride across the prairie on their track.

I may conclude these desultory jottings by saying that after spending, as described, some time in Canada, and travelling thousands of miles north, south, east, and west, I am convinced that it is a splendid country for industrious men to emigrate to, and for the tourist to visit to enjoy a holiday. The extensive coast line, good harbours, and water communication by means of lake and river, supplemented by a most complete railway system, and associated with a fine healthy climate, make it easy to utilize the inexhaustible natural resources of the Dominion, and convey the products of industry to all parts of the world.

I found the inhabitants most hospitable, and ready to afford me all the information at their command; and I would recommend them to offer every inducement to intelligent and striving men of other lands, to assist in developing the boundless capabilities of their most prolific country; and to holiday and health-seekers, every facility to enjoy its beautiful climate and delightful scenery.



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